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Welcome

Winter 2016



DISCO: MOST VERSATILE?

In these days of niche markets for specialist vehicles it's good to know there's still a genuine all-rounder

For more than two decades there was just one Land Rover. Land Rover (the company) simply called it the Land Rover (the car). It stayed that way throughout the 1950s and 60s. It was a one-size-fits-all strategy – and it worked. The Land Rover was the great leveller: everybody from the farmer to the Queen bought one. It was undisputably the planet's most versatile on the planet.

The first threat to its status came in 1970, when the Range Rover was launched. Now the Queen – and anyone else for that matter – could enjoy a bit more luxury. Then in 1989 came the Discovery... the Freelander in 1997... the Range Rover Sport in 2005... and the Range Rover Evoque in 2010. There

"If you want to bag yourself the Land Rover bargain of the decade, buy a Discovery 2 now"

were now six different Land Rover models, each competing for buyers in its own niche. Surely the day of the all-rounder had gone?

Well, actually, no it hadn't. The most versatile Land Rover of all has for a long time been the Discovery. What other vehicle offers brilliant off-road performance, on-road handling, seats seven adults and has the roominess

of a Transit van (with the rear seats folded down)? That statement might be disputed by some Defender diehards, so for their sake I'll add comfort and legroom, too.

Then there is the question of value for money. LRM's Steve Miller has just bought a Td5 Discovery 2 for £1000. Another £1000 will sort out the chassis corrosion and little jobs that need doing. Steve ends up with a great car for £2000! What would an equivalent Td5 Defender cost?

If you want to bag yourself the Land Rover bargain of the decade, buy one now! Our special feature starting on page 44 will show you how. Happy Land Rovering!

LRM SUPPORTS



Dave

EDITOR
DAVE PHILLIPS
dave@lrm.co.uk



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PATRICK CRUYWAGEN
Is Disco 2 the best value Land Rover? Pat reckons so



PHILIP BASHALL
He shares the story of an amazing V8 Series IIA prototype



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THIS YEAR'S HOTTEST BARGAIN IS...



PROJECTS • TIPS • MODIFICATION • ADVICE

RAISING THE ROOF
Can a battered, well-worn Range Rover be turned into a stylish County Station Wagon? Yes, of course it can. Ed Evans reports.

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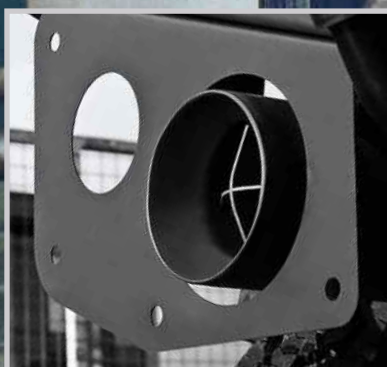




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MONDIAL RETRO
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Volcanic Black
Diamond Cut on Piano Black



UPFRONT

Land Rover news from around the world - compiled by Joe Diamond

LIFTING THE LID ON THE EVOQUE CONVERTIBLE

AFTER MONTHS of hype, Land Rover has unveiled the Range Rover Evoque Convertible – a car they are calling the first world's first luxury compact SUV convertible.

The convertible 4x4 has been the subject to much speculation and trepidation since its first preview at the 2012 Geneva Motor Show, however Jaguar Land Rover finally took the covers off the finished product at the 2015 LA Motor Show (November 20-29).

The drop-top Evoque will hit the forecourts in Spring 2016, with prices starting from £47,500 – £5200 more than the equivalent hard top.

The car features a fully-automated, folding fabric roof that stows in 18 seconds, and can be raised in 21 seconds at speeds of up to 30 mph.

More importantly, the folding roof layout fails to impact on load space, with the Evoque Convertible offering 251 litres of boot space.

Under the bonnet, the new-for-2016 car will benefit from JLR's latest Ingenium technology, with both a TD4 178 bhp engine and a 237 bhp four-cylinder Si4 available.

An all-new 10.2 inch touchscreen is the centrepiece of the car's interior, which is complemented by 3G connectivity, smartphone integration and door-to-door navigation among the usual technical trimmings.

Leather seats front and rear is offered as standard.

Much of the car's off-road testing programme took place at Land Rover's Eastnor Castle estate, Herefordshire, where the Evoque Convertible's new all-independent

suspension and power steering systems were trialled, along with Land Rover's nine-speed automatic transmission, Terrain Response System and Wade Sensing used in the current Evoque flock.

To address the issue of being more exposed in the new Evoque, Land Rover has developed a clever Roll Over Protection System, designed to protect drivers and passengers in the event of a roll, while remaining unused during extreme off-road situations.

Speaking at the LA Motor Show, Gerry McGovern, Land Rover Design Director and Chief Creative Officer, said: "The Evoque Convertible is a vehicle for all seasons and adds another dimension to the Range Rover family, further enhancing its desirability and appeal."





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All your views
on the Land
Rover scene



PRODUCTS
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What's new in
accessories, tools,
clothes and gifts

SPECIAL EDITION DISCOS UNVEILED

LAND ROVER has launched a pair of special edition Discovery models, called Graphite and Landmark.

The models benefit from updated exterior panelling, including alterations to the front wing vents, grille and door handles.

Both the Landmark (pictured) and the Graphite have been released a time when Land Rover's new-for-2016 Discovery is undergoing testing ahead of its release, meaning that the latest offering from the current Discovery range could be the car's swansong.

The Discovery Landmark is an extension of the range-topping Discovery HSE. On top of the aforementioned exterior

panel changes (all finished in black), the Landmark enjoys 20 inch alloy wheels, while the interior features Windsor Leather seats and a Walnut veneer trim finisher. Further leather is added to the dashboard, door casting and fascia, and is offered in either Ebony, Almond or Tan.

The Graphite is lesser upgrade compared to the Landmark, however does benefit from graphite colouring to the front wing vents, grille and door handles, with special badging and 19 inch alloy wheels also thrown in. Like the Landmark, three interior colours are available, however nine exterior colours are offered, compared to the five offered on the Landmark.



LAND ROVER DRIVERS NAMED MOST AGGRESSIVE

SOME OF the worst drivers in Britain are Land Rover drivers, a new study suggests.

Land Rover drivers were found to be on par only with Lexus drivers, with more than one in ten drivers making an 'at fault' claim in the last five years, according to analysis by Moneysupermarket.com.

Owners of the two brands make almost 50 per cent more claims than those that own the likes of Citroens and Peugeots, they claim.

SLOVAKIAN FACTORY DEAL AGREED AFTER BIDDING WAR

POLAND WAS just days away from becoming home to a new Jaguar Land Rover factory before an 11th hour Slovakian bid, an investigation has found.

A report in the Financial Times claimed Slovakia tweaked its own foreign investment laws to woo JLR into investing in the factory.

According to one JLR executive, who wished to remain anonymous in the report, the firm were 'annoyed' by Poland officials' defiant attitude that a deal to build a factory in Wroclaw had already been agreed.

With Poland's 'arrogance and lack of discretion' ruling the nation out of the running, Slovakia prevailed, having offered the British carmaker tax and other fiscal incentives.

The new plant is due to be finished in 2018, and will build 300,000 cars per year.

NEWS BITES

FANCY LANDS END TO JOHN O'GROATS?

LAND ROVER owners are being asked to take part in a charity drive from Lands End to John O'Groats.

The Land Rover Convoy 2016 aims to amaze 1000 entrants and raise £20,000 for three separate charities; the Air Ambulance Service, Help for Heroes, and UK Homes 4 Heroes.

The convoy will run over four days, with three overnight camps en route at Bristol, Carlisle, and Inverness. Each camp-site is free of charge for entrants.

For more information visit: <http://www.landroverconvoy2016.com>.

SPECIAL MOVE TO FEN END

FEN END has been confirmed as the new base for Jaguar Land Rover's Vehicle Operations Team, after gaining planning permission.

The site was previously home to the JLR Driving Experience, however plans to build the 200 acre site have now been approved, and will become the new home to over 300 specialist engineers.

EXPANSION

JLR has announced it is doubling the size of its new engine factory to cope with demand. The expansion will cost £450 million, bringing total investment to £1 billion at the Midlands site.

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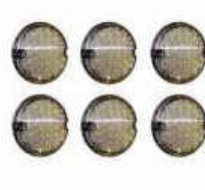
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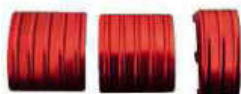
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UPFRONT



... has been driving Land Rovers for over 40 years and drawing cartoons for *LRM* since issue 2. He lives in Epping Green, Essex.

Readers' Letters

UPFRONT



“GOOD RIDDANCE, DEFENDER”

FIRST OF all I will redeem myself before the storm by saying I have always liked Land Rovers. I have owned them for over 30 years, continue to own a Discovery 1 and 3, Range Rover P38 and Freelander 1 and have made another Disco 1 into a pick-up. I find them all great vehicles.

However, in some ways I agree with the reader who wrote “Who wants Disco Sport” (LRM Letters, December), as Land Rover seem to keep missing the boat and just making all very similar vehicles (albeit good ones).

Everyone keeps on going about the

Defender, but in my opinion it should have been got rid of long ago, as every one that I drove or rode in was just stopgap junk.

Pick-ups are the big sellers and where is the Land Rover pick-up?

The Discovery should be made as a pick-up option, with the choice of single, double or even triple cabs and longer wheelbases, together with bigger arches, wheels and tyres – they would be fantastic vehicles.

Also, you all slated the DC100 [concept vehicle]. Well, it should have gone into

production as an extra vehicle. You say it looks like a Skoda Yeti, but guess what lots of people want? You got it: Yetis!

Come on Land Rover, pull your socks up and make what is wanted. Just as the Discovery 1 saved the company back in 1989, Disco 4 can do even more for them.

*Tony Evans
(via email)*

I've just warned our postman that he might need some extra sacks for the letters of protest that are sure to follow your comments, Tony – Ed.



300TDI ECONOMY

FOLLOWING THE additions of a GKN overdrive and a Zeus geared timing conversion around 15 years ago, our non-electronic Defender 300Tdi has happily returned a steady 33 mpg ever since, and has been street legal on MoT smoke tests every year for all these years.

With the European electronic car test data automotive situation apparently now

discredited (ref Volkswagen scandal), perhaps the owners of mechanically street-legal Land Rovers should now lobby for complete exemption, on the grounds of complete honesty.

PS: More fishing tips please. My grandson William is just starting fishing, and is loving it – travelling out in the Land Rover, of course.

*Graham Clifton
Kingston upon Thames
Surrey*

I recall Zeus timing gear conversions were popular in the late 1990s when 300Tdi engines had a reputation for sudden and catastrophic timing belt failures (until Land Rover solved the problem by modifying the pulley alignment).

Back then, worried owners simply ditched the belt in favour of a geared timing assembly. Are they still available? It would be good to hear about other users' experiences, too – Ed.

PARKING WOES

HAVING JUST read January's LRM I must comment on Thom Westcott's parking (Writers' Rovers). I would be ashamed by my selfish parking, as demonstrated by Thom.

Why leave a gap of several feet in front of her Landy, thus reducing the space for someone to park behind?

I always park with consideration for others – equally between white lines or to the very end of the bay, leaving space for others.

John Herbertson, Swindon

I can understand why Thom left that gap. The manoeuvrability of her Lightweight is marginally better than an ocean-going supertanker, making it impossible to get out if another driver parks too close – Ed.

UNWANTED TECHNOLOGY?

WHILE TECHNOLOGY is generally a good thing, I am constantly amazed that its use is forced upon the motoring fraternity, whether we want it or not. Surely we would all gain from a basic commonsense design for our vehicles, especially those that are used off-road.

This applies especially in Australia, where it is usual to be hundreds of miles from the nearest mechanical assistance. A good example is the use of low profile tyres when replacements are generally only available in the city areas.

Land Rover has made spectacular and capable vehicles with longevity never questioned and we hope this continues.

I have a two-door Range Rover Classic purchased new in 1981, when it was a quite basic vehicle. It is used every day and the odometer shows 430,000, with the original V8 motor, gearbox and clutch! The only major repair it has ever had was a head gasket, two years ago. It is noisy and the gears do tend to float about, but it is a prime example how things can be made to last and be repaired.

We will all miss the Defender and its demise will be a win for Mercedes G Wagen.

Jon Harrison
(via email)

Simplicity beats technology every time. That's why ex-military Defender Wolfs – sliding windows, 300Tdi engines, absolutely no frills – are fetching such high prices – Ed.

WHY I LOVE SELF-DRIVING CARS

I LOVE my 2004 Defender 110 Station Wagon, even though it makes a lot of noise, has its faults from time to time and is expensive to run and drive. So it may come as a surprise that I also love the fact that my (non-Land Rover) company car has an autopilot function – and that I love it!

LRM editor Dave has made in plain he doesn't like self-driving cars. But I do not understand what is so bad about them.

I do not like to drive hundreds of miles on boring motorways. I do not like to drive in daily traffic jams (constant gear shifting, stop-start). It's in those cases that I love the option to autopilot my company car.

On the other hand I also love to be able to take back control and drive around wonderful county lanes.

The autopilot function of cars is akin to automatic boxes and cruise control. It relaxes the driver and thus reduces stress.

I invite you to have a go in a self-driving car, while being stuck in a traffic jam or going on a motorway trip of many hundreds of miles. I'm sure that you will love what it will give you. For me it was a lot less stress, no cramps in the legs for continuous gear shifting and braking.

Yes, I still very much love to drive my Defender with its manual gear changing and lack of cruise control. But that doesn't mean that I didn't wish for cruise control when I drove it from Belgium to Poland for a week-long off-roading.

Jeremy Naus, (via email)

I agree with you about automatic boxes, which make driving more enjoyable on long runs and, in my experience, are usually more reliable than manual boxes – Ed.

THE OFFICE

Where we are:

5 Tower Court, Irchester Road,
Wollaston, Northants, NN29 7PJ
Telephone: +44 (0)207 907 6878
Email: editorial@lrm.co.uk



The editorial team:

Editor Dave Phillips
Deputy Editor Patrick Cruywagen
Technical Editor Ed Evans
Art Editor Dean Lettice
Sub Editor Louise Woodhams

Regular contributors:

Frank Elson, Richard Hall, Philip Bashall, Charlie Thorn, Trevor Cuthbert, Richard Thomas, Steve Miller, Dave Barker, Thom Westcott, Jonathan Craymer, Jonathan Jacob, Ronnie Wood, James Stanbury, Bob Morrison, Ian West, Gary Stretton, Alisdair Cusick, Rhys Barnwell, Joe Diamond, Sophie Baxter, Lynn Twite, Tim Hammond, Mark Dixon, Bob Weir, Louise Woodhams

Reader contributions:

We welcome any correspondence and feedback from readers, email editorial@lrm.co.uk

Advertising team:

Senior Advertising Executive Steve Miller
+44 (0)207 907 6879, stevemiller@lrm.co.uk
Senior Advertising Executive Rachel Simpson
+44 (0)207 907 6881, rachel@lrm.co.uk

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Advertising and Promotions:

Senior Production Executive Anisha Mogra
+44 (0)207 907 6067
anisha_mogra@dennis.co.uk
Managing Director of Advertising
Julian Lloyd-Evans
Newstrade Director David Barker
+44 (0)207 907 6150
Senior Direct Marketing Manager
Liezl Hollander liezl_hollander@dennis.co.uk
Marketing and Events Coordinator
Saffron Wright saffron_wright@dennis.co.uk
+44 (0)207 907 6329
International Licensing & Syndication
Anj Dosaj-Halai +44 (0)207 907 6132

Dennis Motoring:

Publishing Director Geoff Love
+44 (0)207 907 6586
geoff_love@dennis.co.uk
Office Manager Jane Townsend-Emms
Managing Director Ian Westwood

Dennis Publishing Ltd:

Company Founder Felix Dennis
COO Brett Reynolds
Group Finance Director Ian Leggett
CEO James Tye



Accounts Administration:

Dennis Publishing, 30 Cleveland Street,
London, W1T 4JD. Tel: +44 (0)207 907 6073

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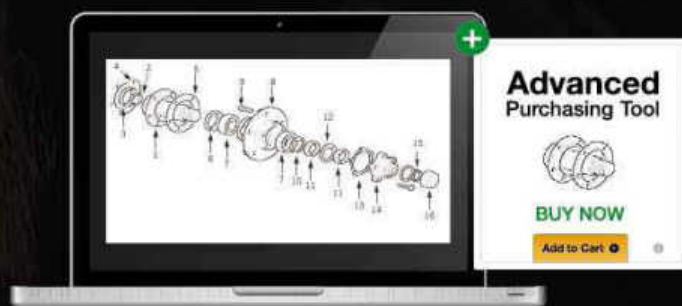
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Your Pictures

UPFRONT



Has a Freelander 2 ever looked this good? All Stefan Buchler did was slap on a rooftop tent and park it in the Oriental Province, Morocco



While out playing in Warwickshire, David Alcock managed to get his Defender 90 covered in mud



This 1984 2.25 petrol Land Rover belonging to John Howell is a Ninety – as confirmed by its number plate



Becky Fowler has already taken her much-loved Defender 90, which she has named Moo, on several trips to the Pyrenees



While en route to the Mourne Mountains in Northern Ireland, Lewis Walker and friends took this short break in Newry



Ridzuan Rahman calls his boys 'the three stooges'. Here they are pictured on the bonnet of his 1997 Defender 110



A Nationwide Assistance Defender will be launching the safety boat during the 2016 RYA ThunderCat Racing season



Jeff Turner spotted this Devon & Somerset Fire and Rescue Defender 90 at the Armed Forces Day in Plymouth

ABOVE: Landy fan Russ Gray used to be LRM editor Dave's next-door neighbour in Wadenhoe, Northamptonshire. But these days he is working in the Nigerian capital of Lagos in West Africa, which he reckons is a goldmine for Land Rovers of all descriptions, from new Range Rovers to totally original Series workhorses – like this line-up of Series IIIs and a SIIA that he recently snapped outside a local garage.

Land Rovers have always been popular in Nigeria, which was a British colony until it was granted independence in 1960. These days it is the most highly-populated country in Africa, with 182 million inhabitants. It is also the richest country in Africa, although little of the wealth filters down to the poorer inhabitants – many of whom live in poverty.

Since he arrived in Nigeria, Russ reckons he has spotted just about every Land Rover model ever made. Workhorses like the ones Russ photographed are prized by the locals, with versatile pick-ups particularly popular.

The best place to find them at work is on construction sites and where new roads are being built.

"I went to the garage and asked how much the owner wanted for a Series III. It worked out at about £1250, but my driver says he was asking a very high price because I wasn't local," says Russ, who promises to send us more pictures of Nigerian Land Rovers.



Chris Brew thinks that the Torry Battery in Aberdeen, Scotland, is a good place to take your Defender 90 for a photoshoot



Every month, American Len Paparo takes his 2015 Range Rover Sport SVR to a local car show

Products

UPFRONT



◀ DOG GUARDS

PRICE:
FROM £114.99

These quality dog guards are available for the entire Land Rover range. Engineered in the UK from precision-welded steel and finished with a unique nylon-powder coating for outstanding durability.

www.travall.co.uk



◀ SECURE YOUR LOAD

PRICE: £9.99 (NO HOOKS) £10.99 (WITH HOOKS)

This new, unique Ratchet Tie Down Systems is even better than a traditional ratchet strap. It neatly stores the strap when not in use, secures items quickly and without fuss, while unloading is achieved with a push of the red button. Straps are five metres in length and 25 mm wide.

www.ringautomotive.co.uk



▲ WINCH GROUND ANCHOR

PRICE: £45

A winch can rescue a stranded vehicle provided you have a tree or another vehicle to use as an anchor. What happens if you are travelling solo, or, if there are no anchor points? Then you need a winch ground anchor, of course.

www.yorkshire4x4specialists.com



◀ SILICON SPRAY

PRICE: £5.99

The rainy season is upon us and if you want to protect your rubber, plastic and metal bits, then a good silicon spray is the way to do just that. Dries quickly and is colourless.

www.britpart.com



◀ MOUNTAIN RESCUE WATCH

PRICE: £360

To raise much-needed funds for Mountain Rescue, Elliot Brown have launched a limited edition watch based on their Canford Collection. Each watch has two straps – a black oiled leather one and military-like webbing one. The Mountain Rescue logo and special edition wording can be found on the case back. A watch made for climbing mountains and attending fancy functions.

www.elliottbrownwatches.com

▼ CORDLESS IMPACT WRENCH

PRICE: £94.99

A powerful cordless 18-volt half-inch square drive impact wrench from Wolf. It delivers 280 lb-ft of torque. Features a forward and reverse control, variable speed trigger, ergonomic soft rubber grip and bright LED work light. Kit includes rapid charger and a set of impact sockets plus 100 mm extension bar.

www.ukhs.tv



▼ THUNDERMAN BOOM

PRICE: £129.95

If using a tow ball-mounted bike rack the spare wheel normally gets in the way, so you have to sacrifice some bike space as a result. The Boom offers a solution as it extends out beyond the spare wheel. Comes with either a 7 or 13-pin trailer plug and a socket for rear lights.

www.thundermandesign.com



SNOW AWAY ►►

PRICE: £34.95

If you want to prevent mud, leaves and snow from entering your Defender's heater intake, install one of these ABS plastic snow cowls. It fits perfectly over the existing grille and curves nicely over the Defender's wing. The cowl helps prevent a build-up of moisture that can occur when debris blocks the one-way valve system.

www.britpart.com



SOFT SHACKLE

**PRICE PER
PAIR: £60.50**

The old, heavy alloy shackles work well for recoveries but can be lethal if something goes wrong. This is why we like the 8 mm Dynaline shackle. One of them only weighs 40 g and yet has a minimum breaking load of 5830 kg. Can be used to join ropes or straps or else it can be used to attach a rope to a recovery point.

www.britpart.com

◀◀ DISCOVERER STT PRO

PRICE: TBA

Cooper Tire's Discoverer STT is the choice for serious Land Rover adventurers such as Kingsley Holgate (see page 110). Now they have launched the Discoverer STT Pro with a new silica-infused tread compound that improves wet traction in day-to-day traffic. It also has a lower rolling resistance for improved fuel mileage.

www.coopertire.co.uk



Products

UPFRONT



▲ DEFENDER PEDAL LOCK

PRICE: £69.95

With Defender theft on the up, you need to do everything possible to make sure yours is not next. You can't go wrong with a bright yellow pedal lock; thieves might be able to get into your Defender but they won't be able to drive it away. Available for all models.

www.yorkshire4x4specialists.com



▲ ARB INFLATOR ▲

PRICE: £24.95

Complete with easy to read and understand gauge. Compatible with ARB air compressors. The chuck just clips on plus it has an internal shut-off valve. This heavy-duty inflator should last a lifetime.

www.britpart.com



▲ OIL FUNNEL

PRICE: £43.34

If you have never ever messed a drop of oil then stop reading this now. For the rest of us there is the oil funnel set. It has a built-in clamp that holds it secure so you can use both hands to pour the new oil. No mess at all.

www.lasertools.co.uk



▲ FLOWERY WELLIES

PRICE: £85 (MID)

£95 (HIGH)

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www.bogsfootwear.co.uk

▶ OIL SUMP DRAIN PLUG ▶

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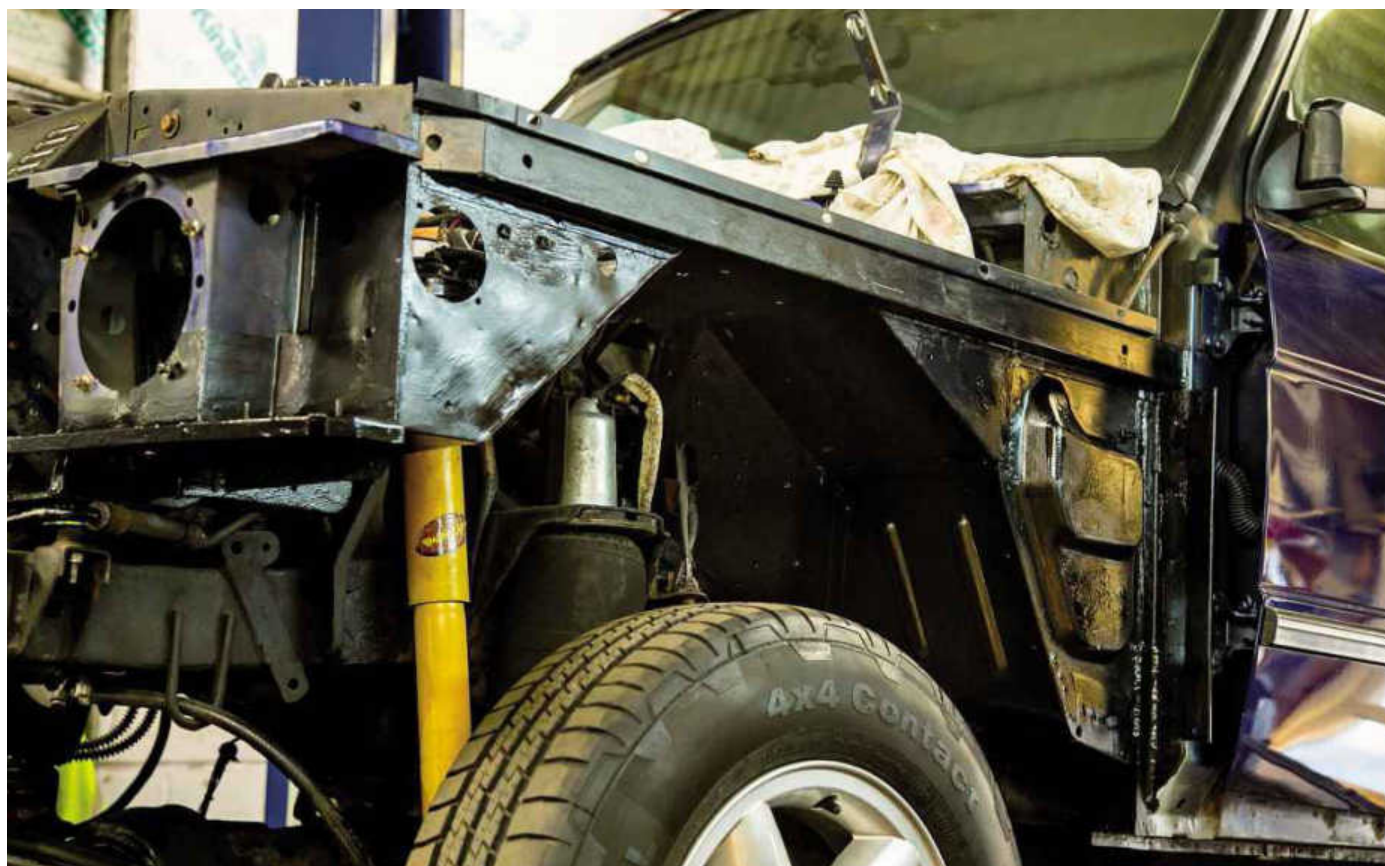


▲ SEAT FIX

PRICE: £25

How do you know your Defender has been around the block or continent a few times? Its seat handles and their covers are worn or bust. Fortunately this product means they are easy and cheap to replace.

www.britpart.com



TESTED

RUSTBUSTER EPOXY

An effective way to protect bare metal after restoration

I RECENTLY bought a product I was really impressed with; Rustbuster's Epoxy Mastic 121. During my front end restoration on my Range Rover Classic, I knew I'd need to protect the metal after the weld repairs, and Epoxy Mastic 121 seemed to offer the best solution, as well as having come out best in a number of classic car press tests.

You can read Rustbuster's website (www.rust.co.uk) for the full-on technical lowdown, but basically, Epoxy Mastic 121 is a two pack paint that you mix yourself, then thin down to suit how you're applying it - either brush, roller, or spray gun for a flat finish. What is special is the way it works.

Unlike popular (single pack) paints that aren't flexible enough to reach every tiny nick, pit and scratch on metal, the construction of Epoxy Mastic 121 means it has a much lower surface tension, so flows into everywhere. The difference of course is that conventional paint leaves 'voids', in which corrosion can start, spread, and then cause the paint to flake off, spreading further.

Epoxy Mastic 121 prevent this, and in addition, has a thicker final film thickness, which also helps protect the metal underneath. It sets iron hard, but yet will still flex as the base metal does, and resists salt

water, oils and mechanical damage.

To use it, you need bare metal, cleaned ideally with a mechanical wire wheel to remove rust back to pitted steel. Next you degrease the surface with a panel wipe - though I used thinners on a wipe - and you're ready to mix the paint.

It comes in three parts; Part A (base colour), Part B (hardener), and some epoxy thinners. Mix equal parts of A and B well, then leave to stand for 10 minutes; Thin down to suit your application method, and apply. I used a normal two inch brush, and a little went a surprisingly long way. Imagine painting with thick engine oil, and you're not far off.

The Epoxy Mastic really does set like iron, and I'm a real fan of what it offers. I gave it two coats, with the first still tacky when I applied the second, and left it to harden, before seam sealing. You can prime and paint over the top, or leave it as is, though I simply coated it all with Dinitrol.

I've since used Epoxy Mastic 121 on my radius arms, and I'm about to use it on my axle cases. If you want possibly the best protection to steel components, I'd definitely suggest you check it out for yourself, to my mind, it really does a great job.

**LRM
REVIEW**

REVIEWER:
Alisdair Cusick

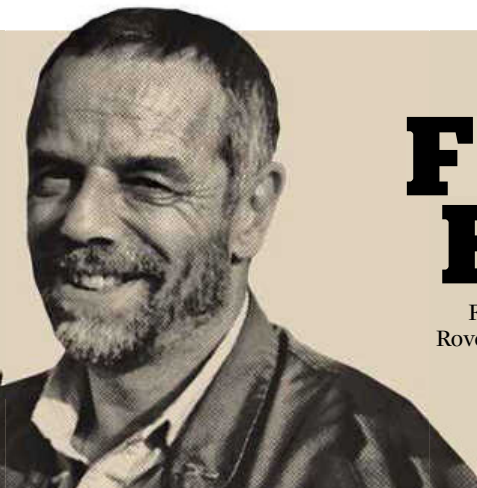
PRICE:
£26.59 ex VAT

WHAT WE LIKED:
Simple to use, very effective, attractive final appearance

WHAT WE DID NOT LIKE:
Judging the right quantity at first

WEBSITE:
www.rust.co.uk

RATING: ★ ★ ★ ★ ★



FRANK ELSON

Frank has been involved with Land Rovers for more years than he cares to remember. These days he drives a P38 Range Rover.

J-j-jiggle it like Granville

There are lots of jobs in and around our Land Rovers that could be termed romantic – like the Series II gearbox I have on my bench at the moment, because for some reason I seem to be our gang's gearbox man. But other jobs, whilst less romantic, still have to be done. Like the seat belt socket on my P38 that, yesterday, simply stopped capturing the tongue. A trip home from Manchester in motorway traffic, with the seat belt not working, wasn't amusing.

On the drive at home I had a look, couldn't see it properly, so I'd have to take it off. I moved the electrical seat forward, only to find that the anchor went with it. So I moved it back.

Then I could see the 17mm nut and a plastic cover. I popped the cover and grabbed my ratchet spanners. I knew this was going to be an afternoon and half job when it took me ten minutes just to remove the plastic fob that trapped the spanners...

Once I had removed the anchor, it became fairly obvious that the spring inside wasn't doing anything. In fact, it wasn't attached to anything at all and almost fell out.

Oh, I didn't mention that the black plastic case had been detached for a while. So I dug that out to find that a little plastic tab had broken off. The case fitted, but was loose. I'll get back to that bit in a while...

It looked fairly obvious that the spring needed to be re-attached to a small bent metal hook at one end, and onto a metal stub, or nipple, at the other. I managed this with a small screwdriver and some tiny needle-nose pliers. I offered up the tongue and it still didn't work.

A bit more fiddling and I could see a plastic nipple, I moved the spring from the metal stub to this plastic one and it worked. The tongue anchored properly and released when I pressed the red release lever.

Back to the plastic casing and I taped that in place with some black gaffer tape. It still worked so I replaced the anchor on the seat mount.

Sat in, I pushed the tongue into place... and it didn't work. I went and made a coffee.

I really didn't want to take the mechanism to bits again so, after the coffee, I tried again and it clicked into place. Tried again and it didn't. This was getting very frustrating.

So here I am at the moment, the tongue fastens if I push it in and j-j-jiggle it (like Granville from *Open All Hours*), but it obviously isn't right.

I emailed Bill, Dennis and Ian Rawlings, asking if any of them have a spare anchor – one that works, so that I can take it apart to check which bit of mine is either broken, or put together incorrectly. At the time of writing, Dennis hasn't got one, Bill is going to have a look in his garage and I haven't yet had a reply from Ian.

Bill did suggest an anchor extension, which he uses on one of his vehicles. As he says, once I have it anchored in place I would then be able to use it without the faffing all the time. I've got a feeling this story hasn't finished yet...

■ Some of you may remember that when I bought my P38 I wrote that it was the first gold-coloured one I had seen. Yet within a few weeks there were another two gold ones driving around Blackburn.

Now my mate Ian Rawlings, who lives just a couple of miles away, has bought a metallic red P38. I have seen them in this colour of course, but not locally – until this past week when I have seen another two quite regularly. This is getting spooky...

■ I finally got round to buying my concrete Land Rover garden planter last week. I think I'm the last person I know to get one since they appeared a few years ago.

Mine is a very well-made Series III LWB pick-up from a company called Landscape Paving, at Yeadon, near Bradford (Tel: 0113 250 0426).

We picked it up (forget postage!) in my beloved Marjorie's little Japanese tin box, which may have been a mistake. It's a nippy little thing, but the three cylinder and 997 cc meant that it objected to the weight of a huge lump of concrete in the boot.

■ I still get some press releases from my days as a full-time press journalist, covering all sorts of subjects including cars. One I received the other day tells me that a Peugeot 208 diesel-engined car won the 2015 MPG Marathon with an average fuel economy of 104.5mpg. I couldn't find mention of any Land Rover or Range Rover taking part...

"I tried it and it clicked into place. Then I tried again and it didn't. This was getting very frustrating..."

ELLIOT  BROWN



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DAVE PHILLIPS

Land Rover writer and enthusiast Dave has experienced all aspects of the Land Rover scene in every corner of the world

Illuminating times

I reckon the best time for driving in most of the UK is between 11pm and 6am. Not so much because I love night driving, but because most roads are gloriously empty in the hours when most folk are asleep. And driving becomes a pleasure again once you've got the roads to yourself.

Don't get me wrong: I've got nothing against my fellow members of the human race, even though there are a few who should have their membership revoked. For example...

What is it about British drivers that prevents them from switching their lights on when it's foggy and visibility hovers somewhere between poor and non-existent? In my neck of the woods we've just had the first real pea-souper of the winter and, with visibility down to less than 100 yards, at least one in ten drivers hadn't got any lights on – and that was on the A605, a non-dualed trunk road that's notorious for lethal overtaking manoeuvres.

What is wrong with these people? Why are they so reluctant to switch their lights on? Do they think they're saving on their leccy bills?

At the other extreme are modern cars with self-dipping headlights. Only they don't, do they?

Self-dipping headlights only dip when they detect a car coming the other way, by which time they've already blinded that unfortunate oncoming driver.

If you own one of the new breed of gadget-laden cars with self-dipping lights, please do the rest of us a favour and manually override them.

In these days of all-singing, all-dancing Land Rovers, manually dipping the headlights is one of the few remaining skills that can still be practised by the bored driver.

It's a shame manufacturers haven't yet invented self-indicating cars. That would at least compensate for the bone-idle drivers who can't be bothered to let the rest of us know where they're going. It must be possible – after all, BMW and Audi have been building non-indicating cars for years, haven't they?

The reason you get big queues at busy roundabouts is because thoughtless drivers can't be bothered to indicate and nervous drivers daren't pull out because they don't

know where the traffic from their right is going. Particularly those BMWs and Audis.

One of the most frustrating aspects for all of us Land Rover drivers is the non-Land Rover driver who feels it is his duty to overtake us, then pull in and slow down to about 5 mph less than we are driving at. These are usually older drivers, who in their heads are still living in the 1960s when all Land Rovers travelled at 45 mph.

Even worse are their identical twins, who also assume you are travelling at 45 mph as they pull out in front of you from side roads when you're less than 50 yards away and doing 70 mph. Scary, that.

Have you ever noticed that drivers in different parts of the country have very different traits? For example, I find Norfolk drivers are usually courteous, Cambridgeshire drivers often overtake in inappropriate places and Northamptonshire drivers can be aggressive.

Living in Northamptonshire, it is nice to escape the road rage merchants and head for Norfolk. The trouble is you're likely to get wiped out in Cambridgeshire, en route.

■ Here at LRM we own and drive a motley collection of Land Rovers, few of which would win any best-in-show awards. In fact some would say they probably shouldn't be on the road at all (although we know better, of course).

One of our regular contributors – who I won't name for fear of embarrassing Ian West, our cartoonist – recently took in his disreputable Freelander 1 for its MoT, more in hope than expectation. Then he came to pick it up... I'll let Ian take up the story:

He hands me the paperwork and says other than a few advisories it's all okay.

So I pays me money and he says: "You do stuff for LRM, don't you?"

"Yes," I say.

"So you must have contacts in the Land Rover business...?"

"Yes," I say.

*"Well, if that's the case," he says, "why are you driving that pile of s***e?"*

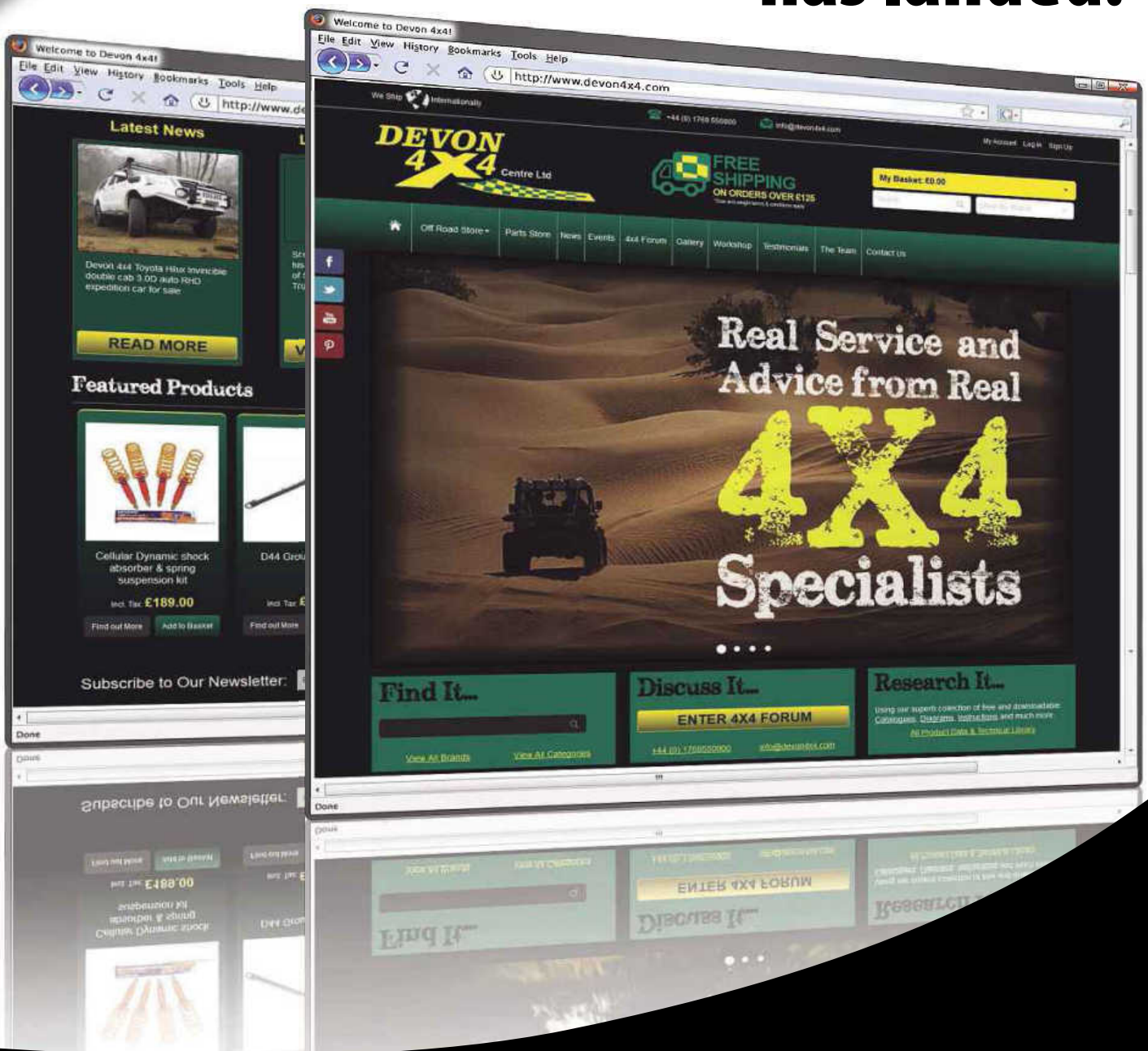
Brief, but to the point.

"Have you ever noticed that drivers in different parts of the country have different traits?"

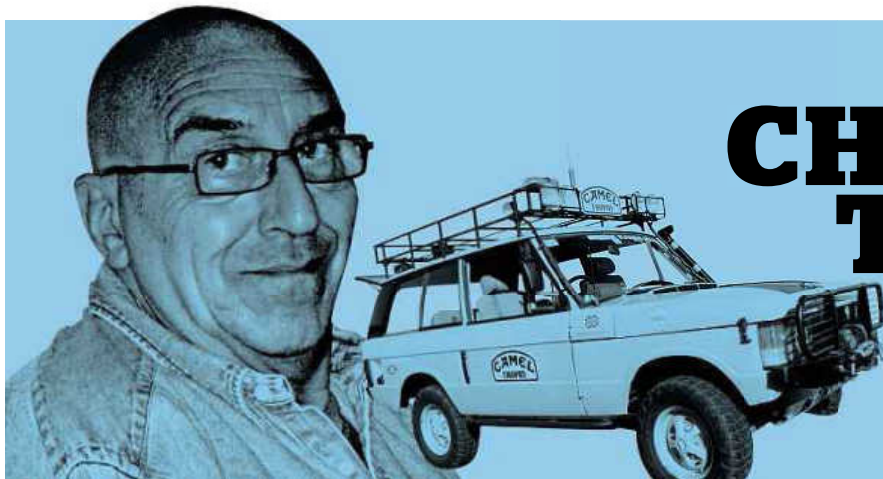


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CHARLIE THORN

Off-road expert and ex-LRM contributor is back in the seat once again to talk about anything and everything Green Oval.

Get yourself covered

Get yourself covered? No, not in mud. What I'm talking about is people that organise motor sporting events, course managers, chief marshals, chairmen of Land Rover clubs and the like. Let me explain...

I went to a local club's time trial the other day and all the sections were driven three times each. These time trials are great fun and how they work is that instead of entering a section and trying your best to negotiate it without hitting the numbered canes, you have to drive it as quickly as you can as well – and this is what got me thinking as the drivers times got faster.

Anyone who sets up an event of any kind, be it a club trial, or a comp safari, hopes that everyone goes home at the end of the day happy and safe. But every now and then you read or hear through the club grapevine that something has gone wrong and someone has been injured.

You only have to watch the television advertisements and read the newspapers to notice that we are now living in a blame and sue society. We are also in an age where we have corporate manslaughter laws to contend with. If you are the person in your club that sets up events, my advice is get yourself qualified to do so.

If the very worst should happen and you find yourself in a court of law, the first thing the Recorder, Judge or (God forbid) the Coroner might ask is: "Who was in charge on the day?" and you reply: "Me Sir".

Then the next question will most likely be: "What qualifies you to be able to do this?"

There's the rub – and that is why I would suggest that any organiser of any motorsport event should seek some sort of qualification in an effort to cover themselves.

There are many options available to do so, when LRM asked me 11 years ago to set up a marshals team, with paying drivers coming to drive the courses we set up at the shows, I felt vulnerable. All these drivers are unknown to us and they have varying levels of off-road driving skills. In a lot of cases it's their first time driving off-road. So I contacted Tony Howland at Oakwood Specialist Training, and as a result Barrie Holt (the chief marshal) and I did the

full one-day City & Guilds NVQ Level 2 qualification in off-road driving and vehicle preparation.

Later we went back and did the use of vehicle winches, which is an add-on to the first course, then we did the BORDA (British Off Road Driving) course and later on we did LANTRA (Land Access Training) exam, which is more based on the environment and the impact of off-road driving within it.

Okay, I now have some qualifications, but I am not telling you all this to show you how clever I am. Far from it. Every now and then I get pulled up short and I forget, and I do something a bit daft driving off-road.

My point is at least me and Barrie have tried to be the best we can be. I would just like to add here that most of the LRM marshals team have now also taken and passed the City & Guilds qualification as well, and Barrie and I are very proud of them all.

You can contact Oakwood Specialist Training on 07989 351869 (www.oakwoodst.com) (Tel:); Borda on 0800 0433505 (www.borda.org.uk) and Lantra on 02476 696996 (www.lantra.co.uk)

"We live in a blame and sue society, and now have corporate manslaughter laws to contend with"

■ Isn't it funny what people remove from cars when they sell them – like removing the locking wheel nuts so you're one nut missing?

At the last Billing Show I bought a nice Discovery 2 – a V8 3.9 converted to LPG – and when

I got it home I was amazed at just how good the quality of the sound system was. It was miles better than the Bose one in the house.

Whilst giving it a good clean out, I noticed it had a six-CD changer under the driver's seat. Get you some of that! So I whizzed the ignition on and pressed the button to open the door to get the cassette that holds the CDs out and – nothing happened. Tried again, still nothing.

The penny dropped as I realised a previous owner had taken his CD selection out along with the cassette and had not put it back in. Rats! The trouble I had getting one for a 1996 Discovery. Anyway, eventually I got one on eBay from a guy in Glasgow for a few quid, and now we've got our motor runnin', heading out on the highway...

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The Norfolk Garage is now back into its usual routine. In the first month since the move I have had examples of Series I, SIIA, SIII, Ninety, One Ten and Defenders of both 200Tdi and 300Tdi flavours, with a mixture of both new and long-established customers.

I had a B-plate Ninety in with a major engine oil leak and some electrical problems. It looked smart and tidy, and a quick look round it revealed a solid chassis and bulkhead – rust prevention being aided by a massive leak from the rear crankshaft oil seal, and a leaky diesel tank.

The crank seal was straightforward enough – engine out, new seal, and a new clutch and strengthened clutch fork for good measure. The fuel tank came out about as easily as they usually do (with a disc cutter and a great deal of swearing) and with the new tank in place I could then turn my attention to the electrics.

Everything except the engine and headlights was dead. No sidelights, indicators, brake lights, wipers, heater or horn. Two new fuses and cleaning some dirty contacts in the fusebox had most of the dead circuits working again (although not the sidelights), but why had the fuses blown?

I removed the steering wheel, followed by the instrument panel (which was held in with one screw) and my heart sank: home-made wiring – lots of it, with twisted together wires and bare contacts everywhere. And some badly burned wires around the ignition switch.

The bad wiring led to various accessories, including stereo, rear wash-wipe and a non-working alarm system, which had been spliced into the circuits with the blown fuses. I binned the lot (including the alarm unit) and made up new wiring for the accessories.

The burned wires were the main power feed to the switch and the thick red and brown wire from the switch to the glowplugs.

My first thought was that the switch itself had overheated – I had exactly this problem on a turbodiesel Ninety a couple of months ago. More rummaging around revealed that the insulation had melted on the glowplug wire all the way to number three glow plug, and the main feed wire was in the same state right back to where it entered the main wiring

Endless battle

ELECTRIC SHOCK



loom. The red wire to the sidelights was trashed as far as the fuse box. So two separate shorts, and possibly some serious damage to the main loom.

At this point I would normally have advised junking the wiring loom for a new one, but the owner was on a fairly tight budget, so I said I would see what I could do to salvage the old loom.

There is only one way to tackle this job: remove the lower dash panel to expose the main loom, then cut off all the wrapping tape, separate the wires and see what carnage you find.

As it happened, the damage was not too bad: the wires had got hot enough to melt their own insulation, but the damage to adjacent wires was very localised and easy to repair. I had a spare (incomplete and butchered) loom which yielded the wiring I needed to replace the burned out bits, so I taped everything back together and set about investigating the faults that had caused the failure in the first place.

The burned sidelight wiring looked to have been caused by a short at the fuseholder itself, possibly a screw getting wedged between the fuse contacts and the backing plate. The wiring downstream of the fuseholder was fine.

The obvious culprit for the glowplug wiring was number three glowplug: I replaced all four just to be on the safe side, with new wiring dug out of my big box of reclaimed engine parts. The moment of truth was here. I reconnected the battery (after putting an ammeter between the negative terminal and earth

lead to check for the possibility of a dead short), switched on the ignition and found that everything worked except the sidelights, which now only came on with the headlights. That turned out to be a duff switch – probably a casualty of the same fault that had melted the wiring.

But the vehicle hadn't finished with me yet. The ignition switch operation was not what it should be – if I jiggled the key, all the dashboard warning lights went off. The switch is retained in the lock body by two small screws – one easy to reach, the other out of sight and hard to get to. Guess which screw was seized solid in the body? I had no alternative but to remove the entire lock assembly, which meant drilling out the two shear bolts on the column clamp to take a screw extractor. Luckily I had not refitted the lower dash panel at this point.

With the lock assembly on the bench, changing the switch was plain sailing, and after the usual battle to get the dash panel, parcel shelf tray and heater hoses back in place, the vehicle was ready for its road test. Needless to say it still had one more trick up its sleeve...

While I had the engine out I had decided to check the valve clearances (which were all over the place) and on cleaning up the rocker cover I had noticed that it was cracked around the centre stud hole. This is not uncommon. The casting is quite weak and easily damaged by over-tightening the securing nut. So I cleaned up the damaged area and applied a coat of Leak-Fix epoxy. I have tried this before and it normally works fine.

The vehicle came back from the road test with oil all over the top of the head, and it was obviously coming from around the centre securing nut. Had my repair failed? No.

The problem was that I hadn't dared tighten the nut down hard enough to make a good seal against the sealing washer. I improvised with a rubber grommet between the washer and rocker cover, and the leak was banished.

Happy days.

Immobiliser woes

SPIDER'S WEB OF PROBLEMS



A 1996 Defender 90 300Tdi turned up on a transporter with intermittent loss of power to the starter motor. It turned out to be an interesting vehicle: the first thing I noticed was that the registration ended AC. Pretty much every factory development and press fleet Land Rover from the 1950s to the end of the old registration system in 2001 had a registration ending in either AC or XC. So there is at least a chance that this is an ex-press fleet vehicle.

It was an unusual colour (black), ordered to a very high specification, including a factory-fit alarm and immobiliser. The owner told me that the immobiliser had been bypassed a couple of years earlier to cure a non-starting problem, so the first thing was to find out what had been done.

Out with the instrument panel again. This vehicle had a padded steering wheel, but this type of wheel normally comes off easily if you remove the centre nut and beat the outer rim on alternate sides with your palms. The bypass turned out to be a wire (with a piggy-back connector) running direct from the ignition switch to the stop solenoid on the injection pump. This type of immobiliser works on two circuits – stop solenoid and starter motor. Clearly the stop solenoid circuit was the one that had failed a couple of years previously, and now the starter circuit was playing up as well.

The starter circuit is protected in two ways: the earth return from the starter

relay is wired via the alarm control unit, and the feed from the relay to the starter solenoid runs via the immobiliser control unit. This unit, known in Land Rover circles as the 'spider', is a black plastic box inside a tamper-proof steel casing in the battery compartment on Defenders. On the Discovery 1 it is buried behind the centre dash panel. It is designed to be hard to access and hard to interfere with: there are six wires running to it, and all six are black.

The spider has a well-deserved reputation for playing up: the soldered joints on the circuit board are not all they might be, and tend to break down causing arcing and loss of contact. The circuit board on this vehicle had just that fault on one of the relay pins. Land Rover recognised this problem some years ago and now supply a bypass kit for the spider, which consists of a plug connector with jump wires attached to it. (Part number is AMR4956 and it costs about a tenner.)

I hate alarm/immobiliser systems. They pose no real obstacle to a halfway-competent car thief, but are guaranteed to leave the vehicle's owner stranded in the middle of nowhere. The problem with the Defender 300Tdi system is that it is wired into various circuits (horn, indicators, interior light) which makes its removal time-consuming. Electronics do not last forever, and although the Land Rover alarm control box seems pretty reliable, all of them will die eventually. Parts manufacturers please take note.

ENOUGH FIDDLING around with wiring, and time for a complete change. One of the jobs carried over from the old workshop is the repair and reassembly of a rolling chassis for a '55 Series I.

I stripped it down to a bare chassis and sent it sent off for sandblasting so that I could see how bad the damage was. The chassis came back in remarkably good order – some rot in the front dumb irons, one of the bulkhead outriggers and a badly-mangled outer end on the rear crossmember. For a 60-year-old chassis, that's astonishing.

The dismantling process confirmed my long-held belief that Series I bulkheads are made of better quality materials than later Land Rovers. Every bolt came undone bar one and the job of welding repairs was an absolute joy. Three cheers for good old British steel. The end of the crossmember was too far gone to salvage: all I could do was cut it off and fabricate a new one.

The bulkhead was in a bad state: Series I bulkheads are prone to disintegrate along the top rail, and although repair sections are available, this one had enough rot in other areas for me to talk the owner into replacing it with a new one. Made by a company in Belgium it's a very accurate, properly detailed reproduction and even has the circular pressings on the outer sides of the footwells, although I have no idea what purpose they serve.

The vehicle should be back together shortly. I have to change the chrome swivels on the front axle (badly rusted, and no wonder after more than half a century) and transfer all the fittings from the old bulkhead to the new one. The vehicle is remarkably original: when I removed the old springs I found that the U-bolt nuts were retained with locking tabs. I am willing to bet the springs are the 1955 originals – a shame that they are too far gone to be worth refurbishing.



RICHARDS HALL'S TRADE TIP: THE ART OF PROPER CRIMPING



I SEE an awful lot of crimped connectors on older Land Rovers where the wiring has been repaired or extra circuits added, and they are handy little things. But their reliability is entirely dependent on them being crimped properly. You can buy mixed packs of connectors that come

with something that claims to be a multi-purpose crimping / stripping / wire-cutting tool. Take this tool, place it carefully in the bin, then go out and buy a proper ratchet action crimping tool like the one pictured. That way your connectors will stay attached to the wires rather than falling off.



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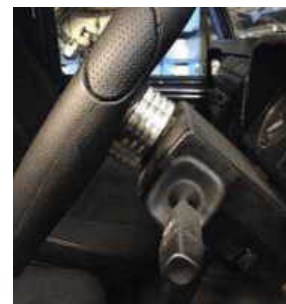


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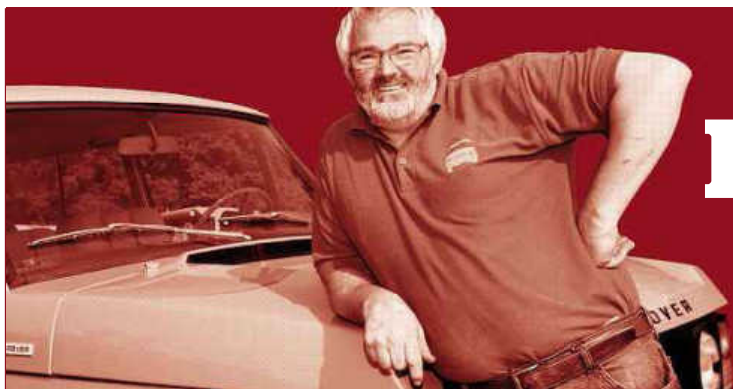
Land Rover products

110 Hardtop (1983-)	
Upper Guard	TDG1003
110 Station Wagon (1983-1990)	
Upper Guard	TDG1028
110 Station Wagon (1990-2006)	
Full Guard	TDG1031
110 Station Wagon (2007-)	
Upper Guard	TDG1318
110 SW County (1983-2006)	
Full Guard	TDG1009
110 Utility Station Wagon (2007-)	
Upper Guard	TDG1318
90 Hardtop (1984-)	
Upper Guard	TDG1003
90 Station Wagon (1984-1990)	
Upper Guard	TDG1028
90 Station Wagon County (1984-2006)	
Full Guard	TDG1009

Discovery 2 (1998-2004)	
Upper Guard	TDG1014
Discovery 3 (2004-2009)	
Upper Guard	TDG1299
Guard Divider	TDG1299D
Boot Mat	TBM1032
Discovery 4 (2009-)	
Upper Guard	TDG1299
Guard Divider	TDG1299D
Boot Mat	TBM1032
Rubber Mats (RHD)	TRM1117R
Discovery Sport (2015-)	
Upper Guard	TDG1482
Guard Divider	TDG1482D
Lower Guard	TDG1482L
Boot Mat	TBM1127
Rubber Mats (RHD)	TRM1118R
Freelander 1 3/5 Door (1997-2006)	
Upper Guard	TDG1010
Boot Mat	TBM1024

Freelander 2 [L359] (2007-2015)	
Upper Guard	TDG1063
Boot Mat	TBM1025
Range Rover [L322] (2002-2013)	
Upper Guard	TDG1027
Boot Mat	TBM1026
Range Rover [L405] (2013-)	
Upper Guard	TDG1413
Guard Divider	TDG1413D
Lower Guard	TDG1413L
Boot Mat	TBM1095
Rubber Mats (RHD)	TRM1120R
Range Rover Evoque 3 Door (2011-)	
Upper Guard	TDG1349
Boot Mat	TBM1081
Rubber Mats (RHD)	TRM1119R

Range Rover Evoque 5 Door (2011-)	
Upper Guard	TDG1348
Guard Divider	TDG1348D
Boot Mat	TBM1081
Rubber Mats (RHD)	TRM1119R
Range Rover Sport [L320] (2005-2013)	
Upper Guard	TDG1199
Guard Divider	TDG1199D
Boot Mat	TBM1001
Range Rover Sport [L494] (2013-)	
Upper Guard	TDG1394
Guard Divider	TDG1394D
Rubber Mats (RHD)	TRM1120R



Dunsfold Diaries

By Philip Bashall

EIGHT INTO TWO WILL GO

Philip Bashall remembers the first factory V8 Land Rovers – built in 1966



I've just returned from the big classic car show held at the NEC in November, where the Dunsfold Collection was exhibiting for the first time. It was a wonderful show, almost too big to get around in just one day, and on our stand we had two of our most interesting vehicles: the Australian OTAL amphibian that I wrote about in LRM February 2015, and the experimental V8-powered Series IIA.

This Series IIA was one of three built with bigger engines when Land Rover was thinking about making a sportier model. Geof Miller, who was project engineer for the original Range Rover, drove them extensively and I can remember him turning up in one at the Ordnance Arms pub in West London when I was a young lad. We used to go to the monthly Land Rover club meets there and, because Geof's Series IIA looked standard, nobody gave it a second glance – until they heard the sound it made!

Geof explains that it was Rover North America who prompted Solihull into experimenting with some hotter Land Rovers. The Americans were desperate to have a faster, more powerful Land Rover they could sell, and to show what could be done they shoehorned an Oldsmobile V8 into a Series IIA, put bigger rims, brakes and tyres on it, installed an extra fuel tank, had the body sprayed a vibrant pale yellow and the interior tarted up, and then shipped it over to

Lode Lane for assessment. It was known as Golden Rod and was a real eye-catcher; so much so that it inspired the Brummies to make their own version.

Rover had already toyed with putting bigger engines into Land Rovers. It had built two 109 Station Wagons with 2.6-litre straight-sixes (one of them for the Queen Mother), and an 88 Station Wagon with a 3-litre straight-six. But in 1965 it acquired the rights to make the Buick/Oldsmobile 3.5-litre V8 under its own name and, as the Americans had shown, this all-alloy, compact V8 was a near-perfect fit in the engine bay of a Series IIA. It was much lighter than Rover's iron-block straight-six, too. So in 1966 Rover built three 88 soft-tops with Roverised versions of the Buick V8.

These Series IIAs had oddball chassis numbers and ours is 8884-2158, the '8884' part being the workshop job card number – 88-inch vehicle 84 – and '2158' standing for the engine's capacity, 215 cubic inches, and eight cylinders. The other two vehicles were 8878 and 8879, the reason for the gap between them and ours being that 8884 was a slightly later build. As an aside, one of the other test vehicles had a Buick V6.

The three V8-powered 88s were painted dark blue, cream and light blue, respectively; the dark blue one had a three-speed Borg Warner Type 35 automatic transmission while the others had manual 'boxes. Because of the extra power that was being fed to the rear axle in two-wheel

Facing page and clockwise below:
One Tonne rims are the only clue this Series IIA isn't standard; testing at Gaydon in the 1970s; V8 is to early spec, with SUs; battery lives between seats; Geof Miller's 'company car' off-roading.

Photo by Geof Miller



Photo by Geof Miller



drive, halfshaft breakages were a real problem and an early 80 transfer box with a freewheel device was used in one vehicle to help spread the load under acceleration, but this was ditched once further testing and development had cured the breakages.

Geof Miller used 8879, the cream vehicle, as his company car and it caused quite a stir whenever he drove it on the M1, leaving the sales reps in their Vauxhalls as if they were standing still! From the outside the V8 88s looked totally standard apart from their slightly wider One Tonne wheels, which concealed heavy-duty brakes that were power assisted by a Forward Control servo, and which were shod with high-speed road-biased tyres. The axles were given taller-ratio 3.5:1 diffs that were under development, too. Off-road testing had shown a problem with carburettor floats jamming when the V8s were fitted with SUs, so the Land Rover versions were modified to take Stromberg CDs instead, just like the forthcoming Range Rover V8s.

And that was no coincidence... Quite late into the planning stage, the engineers decided that launching a V8-powered 88 onto the market was just too risky, what with worries about burning out clutches and breaking rear axles, not to mention the handling and roadholding implications of having an engine with roughly twice the horsepower of a standard SIIA. So the project was shelved and the three test vehicles were diverted into development of a more pressing concern: the forthcoming Range Rover.

Dunsfold's vehicle, 8884, had been intended as a high-mileage test vehicle under the original plan, to cover 100,000 miles on A and B-roads, motorways and in rush-hour city traffic. It was also 'fully loaded', as the Americans say, with an upgraded interior and heated front and rear screens – and I say 'screens', plural, because shortly before the testing was due to begin it received a change of hats and was turned into a Station Wagon. It was also repainted Masai Red, with a Sahara Dust roof, ahead of the Range Rover launch so that the colours could be evaluated. This is when it received its factory G-registration, in October 1968, and it's likely the front wings were upgraded to the newer 'headlights in wings' type as part of the makeover.

During the 1970s, the vehicle was used to tow a heavily weighted trailer at Gaydon Proving Ground for testing the friction characteristics of various road surfaces, something for which its power and torque made it ideal. But after that it fell into disuse, and it found its way into the Dunsfold Collection during the early 1990s. We had to take the decision whether to restore it in its later guise, as a Masai Red Station Wagon, or in its original form of a light blue Soft Top. The unusual light blue colour is what swung it; it's not unlike an early P6 saloon car's but our painter couldn't find a comparable shade in the Rover paint range and the closest match was actually a Volkswagen colour.

Before any paint could be applied, however, the vehicle needed a total rebuild. It had stood outside most of its life and was almost derelict. The chassis looked appalling but, after sandblasting, turned out to be not too rotten and was repaired – in fact, the chassis, bulkhead and rear tub are all the originals, with only the later front wings needing to be replaced. The axles are also the originals and so is the radiator, which is a modified Series IIA type fitted with twin electric cooling fans, there being no room for an engine-mounted fan.

Rover's engineers had found that the V8 fitted the engine bay remarkably well and they'd not needed to modify the inner wings, although the bulkhead was extensively remodelled because the engine sat further back in the chassis. Other mods included a second fuel tank under the passenger seat, which meant the battery had been relocated to the central seat position, since the V8's alternator occupied its normal position in the engine bay.

Sadly, by the time that chassis 8884 arrived at Dunsfold, the Roverised Buick engine had long ago been swapped for a factory replacement out of a P5 saloon, although the ancillaries had all been transferred to the new engine and so externally it looks like the original. The manifolds are a very early type and the shape of the sump is rather strange. We stripped the engine but all we had to do was re-ring the pistons and put it back together. Even the camshaft was fine, which is unusual for a Rover V8!

Today, while I wouldn't name this Series IIA as my favourite vehicle, it's certainly one of them. How could it not be when you can dump the clutch in second gear and lay rubber? My favourite Land Rover is actually the OTAL amphibious vehicle – so having both of them on our stand at the NEC classic car show was more than I could have hoped for.

Dunsfold Collection

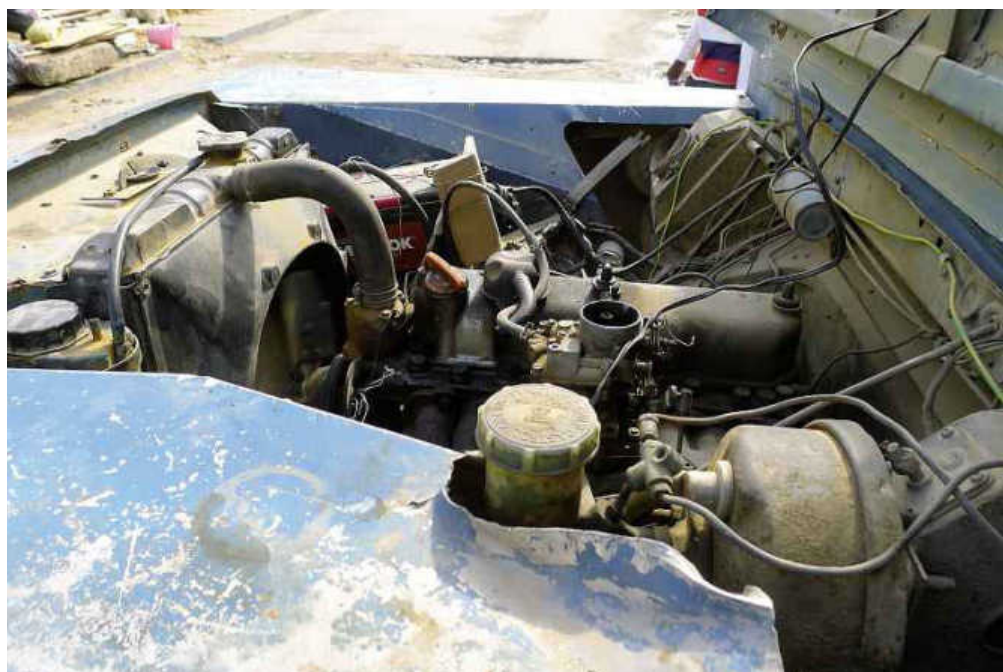
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Above:
Its bodywork is battered,
and its age unknown
but the engine has
always proved reliable



“We have a challenge, for anyone to find a Land Rover like this, here in Libya”

In downtown Tripoli, the bonnet of a fading and battered old Series III is propped open against the windscreen, electrical cables running from the engine into the cab. At the back, metres of steel cable in two thicknesses run from the rear and coil around an open man-hole cover.

This is the only Land Rover belonging to Hatif Libya – one of eight internet and telephone service companies in Libya that comprise one massive state-owned telecommunications network.

And now, in the chaotic wake of the western-backed 2011 uprising that saw the eccentric dictatorship of Muammar Qaddafi overthrown, this old Series is propping up the capital's ailing telephone networks.

Libya is a shadow of its former self. Embassies and big hotels have closed and international companies have fled. With almost no oil exports for two years, dwindling foreign currency reserves have slashed the imports that the country has long relied so heavily upon.

One result is that malfunctioning parts of Libya's outdated infrastructure are often irreplaceable, worsened by a security vacuum where theft of electrical cables and equipment have become rife. In the middle of the chaos, engineers Ramadan and Abdusaleem struggle to keep the telecommunications networks functioning across the capital, relying heavily

on the company's ancient Land Rover.

“This is the only vehicle we have left. We originally had four 4x4s but three of them were stolen,” explains Ramadan. “But this was always the best one. It is very strong and has the power to both push and pull, so we use it a lot for laying cables as well as replacing underground cables.”

No one knows exactly how old the Land Rover is but Ramadan insists it is much older than his 40-something years.

It originally had a hydraulic mechanism affixed to the rear for the cabling jobs but this has long ceased to function. The team now uses a curious and indecipherable system involving the clutch, with the steel cables running along stripped-down sections of old wheel rims.

Its aluminium body battered and dented, paint scored away by wear and weather, this Land Rover is the epitome of an old banger. The front grill is askew, under which a crumpled numberplate is lodged and the back is eternally ready for work, with no rear door or lights. But its engine is sound and, amongst Hatif Libya staff, is famous for its reliability.

“In Libya we call these old Land Rovers the ‘one million car’ because it can practically do one million kilometres without having any engine problems or needing attention,” Abdusaleem says, patting the bonnet fondly. “This is the best engine in the world.”

Laughing, he says that perhaps if Hatif Libya sent it back to Land Rover, the durability of the Series would be so impressive that they would donate a modern replacement.

Libya's collapsing economy and post-revolution chaos, which has left it with two rival governments and a third that the UN is trying to foist upon, means that importing a new company vehicle is not an option.

“We can't get another one because no one is importing them anymore,” says Ramadan. He explains that the much-loved and trusted vehicle has even inspired a competition in Hatif Libya's engineering department.

“We have a challenge, for anyone to find another Land Rover like this, here in Libya, and the prize is a big bonus,” Ramadan says. “So far, no one has had any luck, but we are all looking.”

Covering the whole of Tripoli and used by 24 engineers, the Series is in constant demand. “We've finished for the day, so now it will go to the next job,” says Abdusaleem, winding in the steel cables.

The simple tools the engineers have at their disposal – a pickaxe, a long-handled mallet and two small axes – are loaded into the back and the Land Rover is ready for its next task, a few kilometres down the road. It revs up with the merest puff of grey smoke from the exhaust, bumps out onto the road, and disappears into the Tripoli traffic.

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no further than a Discovery 2

BARGAIN BU

Story: Patrick Cruywagen & Dave Phillips Pictures: Alisdair Cusick



UY





Above:
Loads of storage space
for your favourite
touring map

Mick Holmes is your typical LRM reader. He has one wife, two Land Rovers, three cats and four kids. LRM recently met up with him at the Parkwood Off Road Centre just outside Bradford to talk us through some of the highs (and

lows) of his five years of Discovery 2 ownership.

It's hard to believe, but there once was a time when Mick knew absolutely nothing about Land Rovers. Don't laugh; we have all been there, unless of course you were lucky enough to be born on the Solihull production line. Mick's Land Roverless life changed in December 2010 when he went out looking to purchase what he calls a "new family bus".

He had a budget of between £5000 and £6000. After deciding that he wanted something British made and not something from the Land of the Rising Sun, he was left with only one choice: a Discovery 2 Td5. Mick opted for a 1999 Adventure model, the Australian import Discovery. Mick explains his choice: "Its main selling point was the fact that it had a third row of seats and with four kids this is vital. Also I could have one of the third row seats up and the other down which gave us more vital packing space."

It ticked all the boxes for Mick: affordability, cheap insurance, comfort and loads of space. Sadly his Land Rover ownership did not get off to the best of starts. "I got it with a few niggles and they cost me about £500 to sort out. These included the brake discs, track rod and ABS sensor. Fortunately the dealer I bought it from picked up the bill," explains Mick.

Now that he owned a decent Discovery 2 it was time to decide what next? It was a pretty standard Discovery 2 with no enhancements or accessories. Mick wanted to keep it this



DREAM DISCOVERY

How Mick built his dream Discovery:

- Torque Performance winch bumper
- Champion CTA12000lbs winch
- Terraforma steering guard
- TF Pro Sport +3in Shocks
- Old Man Emu HD front springs
- TF Air Spring spaces on rear
- FloFlex extended bump stops
- Frontrunner roof rack
- Four TF 8in spots
- TF diff guards front and rear
- Central diff lock
- 30mm wheel spacers
- BF Goodrich Mud Terrain KM2 265/75/16 tyres
- Rock sliders
- Britpart HD rear bumper
- TF 2in receiver hitch
- Raptor dash pod
- ARB high output compressor currently for tyre inflation, but will supply a Ashcroft Locker in the future
- Travall rear access ladder
- TF 50mm extended wheel arches
- TF HD front shock turrets
- Twin Odessey battery setup
- National Luna split charge system
- LED rear work lights
- NAS-spec genuine cup holders

MICK'S BUYING TIPS

- Don't rush in and buy the cheapest one
- Fix the underlying problems first
- Establish a good base before doing any modifications
- Make sure the chassis is solid
- Check for full service history
- Join a suitable club
- Hang out with Discovery 2 owners



“Mick is the typical LRM reader. He has one wife, two Land Rovers, three cats and four kids.”

way and drove it for about half a year. That all changed after he joined an online Discovery forum and took a greenlaning trip in the Peak District.

While out laning, the modification bug bit him big time. “My standard Discovery was more than capable of handling the lanes, though I was impressed by and envious of the enhanced capabilities of the modified ones. Wherever I went they could go further and I wanted some of that.” As soon as he got home the modifications started: removal of the EGR, standard BF Goodrich All Terrain tyres, rock sliders and a dodgy-looking bumper, which was later replaced by a TP4x4 Rock Bumper.

Mick and the family were ready to head off on their camping weekends and holidays. One of these included a memorable trip to Scotland, reaching John O’Groats. After a while Mick found that his Discovery was not big enough to carry all the gear his family wanted to take along and so they purchased a full-length Frontrunner roof rack and Sankey trailer. Suddenly





Above
Comfortable on
tar and in the
rough stuff

Right
That all-important
seat for his
fourth child



space was not an issue any more and his Discovery 2 was showing itself to be just as versatile as traditional expedition trucks such as the Defender. The main differences being the fact the Discovery 2 is more affordable and comfortable.

It was not long before six Terrafrirma 8in spots were next to be fitted; four on the front of the roofrack and two on the front bumper. Then, just for show, a set of bush cables was added. The years rolled on, Mick and his happy family piled on the miles in their versatile family transporter. During this time he added a few more items such as a Safari snorkel, suspension lift, bigger tyres and an ARB awning.

Just when it seemed that Land Rover life could not get any better, disaster struck for his dream truck. The steering box was leaking badly, the front suspension needed work, the chassis was rotten and the head gasket was on its way out. All common problems on Td5 Discoverys that are getting on a bit. Add up the cost of all of these repairs and you are looking at a pretty hefty bill. Was it worth it? Had the time come to look for something else?

Mick found a cheaper solution than repair; he decided to purchase another Discovery 2. At the time Richard Wilcox, the vice-chairman of the Discovery Owners Club, was selling a V-reg silver Discovery 2, also a Td5, of course. It had extremely low mileage, the chassis was virtually new and it had complete service history. Everything Mick desired. Richard only wanted £3200 for it, a bargain considering the old interior had been replaced with a full leather one worth £700. Mick now had two Discoverys, so the old problematic one was parked up and he began the process of transferring all the extras across to his new purchase.



HISTORY OF THE DISCOVERY 2



AT FIRST glance the Discovery 2 looks very much like the outgoing Disco 1. And you can blame BMW for that. The German paymasters, who then owned both Land Rover and Rover cars, had a policy of evolution rather than revolution when it came to introducing new models.

In fact, the Discovery 2 didn't share a single body panel with its predecessor. When the original Discovery had been launched back in 1989, cash-strapped Land Rover had raided the parts bins of other models as it launched the original on a meagre budget. This time it would be different – so out went the Morris Marina door handles, for example.

But the external looks were just cosmetic, of course. It was what was under the skin that mattered. The new Discovery got a very special engine – the Td5, a five-cylinder 2.5-litre turbodiesel that delivered 136 bhp at 4200 rpm and 221 lb-ft of torque at 1950 rpm. The new engine had been part of the 'Storm' project begun before BMW bought the company in 1994. Under development at the same time had been a four-cylinder 2.0-litre and six-cylinder 3.0-litre, designed for future Rover saloons.

The new engine had more power and refinement than its 300Tdi predecessor. The torque was in the right place – at low revs – which made it ideal for off-road work. In addition, electronic traction control prevented the wheels spinning on slippery ground. Because of the latter, the development engineers reckoned a centre-locking differential would no longer be necessary. After all, ETC worked by monitoring the individual wheels and applying the ABS system where necessary. But off-roaders – especially in overseas markets like Australia and the Middle East – were outraged by its omission and

demanding a centre diff, which was soon offered as an optional extra. Ironically, in Britain, only a quarter of buyers opted to pay the extra £260 for this!

Other changes included increased levels of refinement in the cabin, which was accommodated on a longer wheelbase: 108 inches compared to Disco 1's 100 inches. But its off-roading capability was impaired by the increased rear overhang, which was five inches longer. This was to provide more stowage space in the rear of the vehicle, where the optional and very uncomfortable inward-facing foldaway seats had been replaced with comfortable – and safer – forward-facing versions. The new model was also 2.5 inches taller at 78 inches, which made multi-story car parks even more intimidating for Discovery owners.

The new model was an instant hit the world over. This was a true ground-breaker, which launched ACE (Active Cornering Enhancement) technology to eliminate the wallowing roll associated with big, tall 4x4s on twisting tarmac roads.

Detail changes and engineering upgrades didn't detract from the original shape with its stepped roof to accommodate so-called 'stadium seating' within, which allowed rear seat passengers a better view.

When you lifted the bonnet, the Td5 engine was hidden under a black plastic acoustic cover that filled the engine bay, with a raft of ancillaries crammed into every available space. It also marked the end of an era for the average home mechanic. Peer down below the engine, though, and you could still see the ladder chassis and the suspension turrets that had been found on every coil-sprung Land Rover since 1970, along with miles of pipework and cabling controlling the ACE,

ABS (Anti-lock Braking), HDC (Hill Descent Control), ETC (Electronic Traction Control) and SLS (Self-levelling rear Suspension).

If you're wondering what all the acronyms mean, here's a quick guide. ACE limits body roll by reacting against the vehicle's natural tendency to lean in corners; ABS sends rapid pulses to the brakes; HDC also uses pulses to the brakes, to slow down steep off-road descents; ETC uses the braking system to stop wheels from spinning; and SLS replaces the rear steel springs with airbags.

Inside, Discovery 2 was better finished, more comfortable and a bit more luxurious (without trespassing on Range Rover territory, of course). The head restraints were adjustable and the seats bigger. Top-of-the-range models got plenty of plush leather and the leather-bound steering wheel got stereo controls built in. Yet the buttons on the instrument pod, the centre console and the switches for the electric mirrors were similar to the 300Tdi Disco.

Discovery 2 turned out to be a worthy successor to the original Disco, thanks in part to the involvement of BMW, but it was still very much a proper Land Rover.

New owners Ford took over in 2000 and, even though Discovery 3 was already in the pipeline, in the middle of 2002 they announced over 700 improvements for the facelifted 2003 model-year, making Disco 2 more refined than before. Panel fit, soundproofing, door seals, body mountings and transmission were all improved. Revised damper settings and new springs reduced body roll. Other changes included new interior options and alloy wheels.

In 2004, it was superseded by the Discovery 3. But 12 years on, Discovery 2 is still as versatile and popular as ever.



“Not a weekend goes by without a fellow Discovery 2 owner stopping by to use his Nanocom Diagnostics tool ”



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Left: The Td5 engine definitely packs a bigger punch than the 300Tdi



Above: Join a club to find out all there is to know about a Discovery 2

It was supposed to take a few weeks but it took the best part of half a year, as Mick did it as and when his job allowed him the free time. One of the toughest parts was the wiring and the new Raptor dash installation. "It all drove me to depression as I had two Discoverys and not one of them was on the road. Eventually I set myself the target of finishing it before summery. That is exactly what I did."

The whole process was anything but straightforward. A new winch bumper was purchased to keep his precious Discovery 2 well protected. "I told myself that everything had to be done right, with no corner cutting," he confesses.

When Mick first started out he did not have any Land Rover tools, now he has everything that one could possibly need to fix a Discovery 2. For him Discovery 2 ownership has truly been a journey of Discovery. Now five years down the line there is not a lot that he does know about them. Not a weekend goes by without some fellow Discovery 2 owner visiting him and using his Nanocom Diagnostics tool.

When the Discovery 2 first made its appearance back in 1998 people said that it was a computer on wheels. Now their owners and enthusiasts are sorting out all the



"The Discovery 2 is an affordable and reliable way into Land Rover ownership"



Main pic:
Mick has taken several years to subtly create his dream Discovery



computer related problems themselves by using a diagnostic tool, online forums and fellow Discovery 2 Owners Club members.

I ask Mick if he would go down the same road again if money were no object? "I would probably buy a pair of V8s instead," he says. "One would be exclusively for off-roading and the other for ferrying the family about. They are absolutely lovely and all you have to do is put petrol in them. The only problem is that they do about 12mpg..."

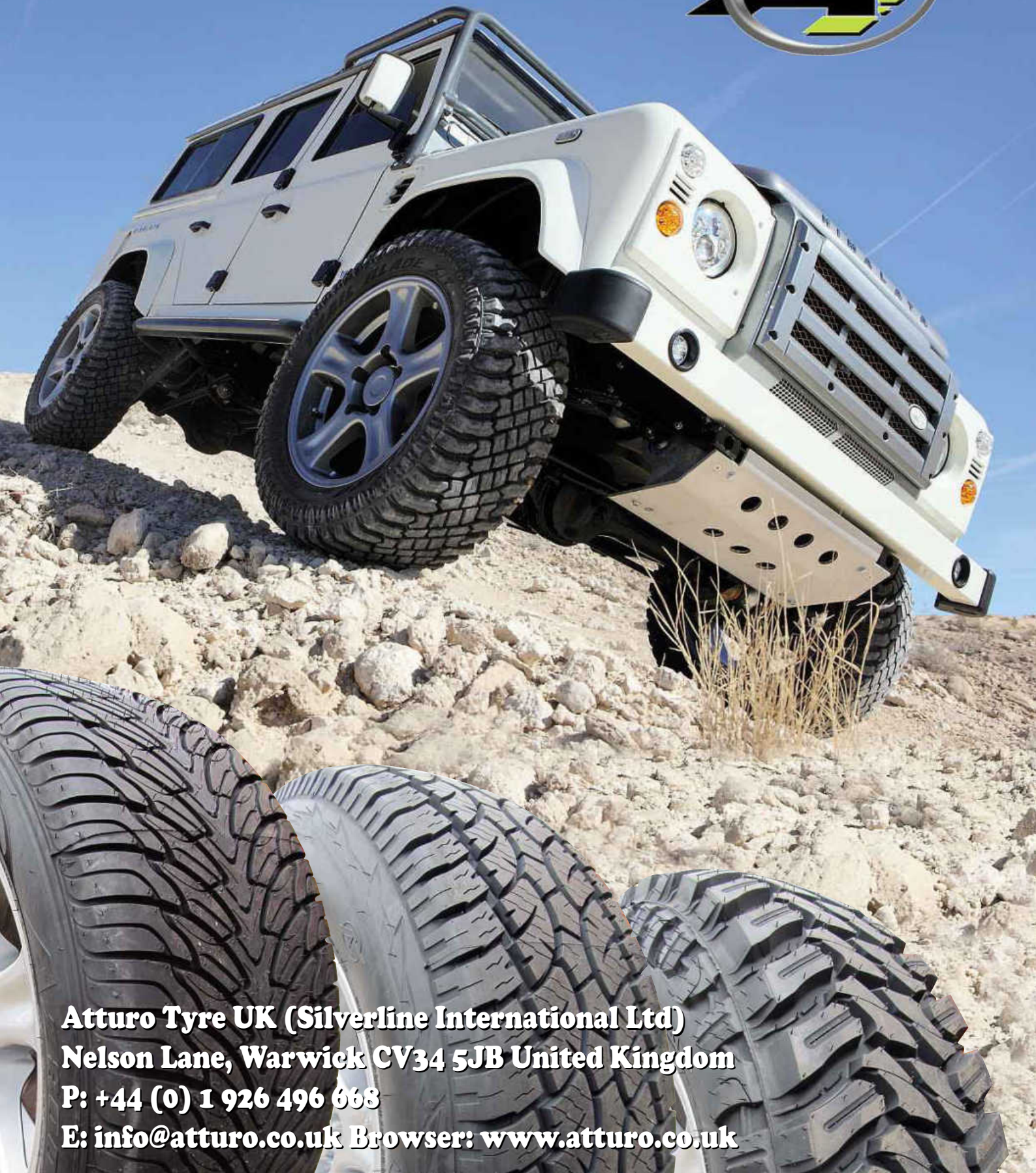
Mick currently manages around 25mpg, which is about the average for a subtly accessorised Discovery 2 Td5. With good first generation Discoverys becoming rather rare, the current buyers market is flooded with the very affordable Discovery 2.

Currently on Auto Trader the cheapest Discovery 2 Td5 costs just under £1000 while a top-of-the-range one will set you back £10,000. Steve Miller from our advertising department just forked out £1000 for one with a rotten chassis while mine cost me in the region of £3000. I like to think that if I sold it tomorrow I would get my money back as I have looked after it well during my one year of ownership.

The Discovery 2 Td5 is affordable, reliable, comfortable – and just about the most versatile Land Rover ever built. Yes, some of them are well over 15 years old now but if you keep on top of things, your Discovery 2 Td5 ownership experience should only be a happy one.

The message is clear: if you're looking for a Land Rover that does it all and yet doesn't break the bank, a decent Discovery 2 is the best bargain around. Just ask Mick Holmes.

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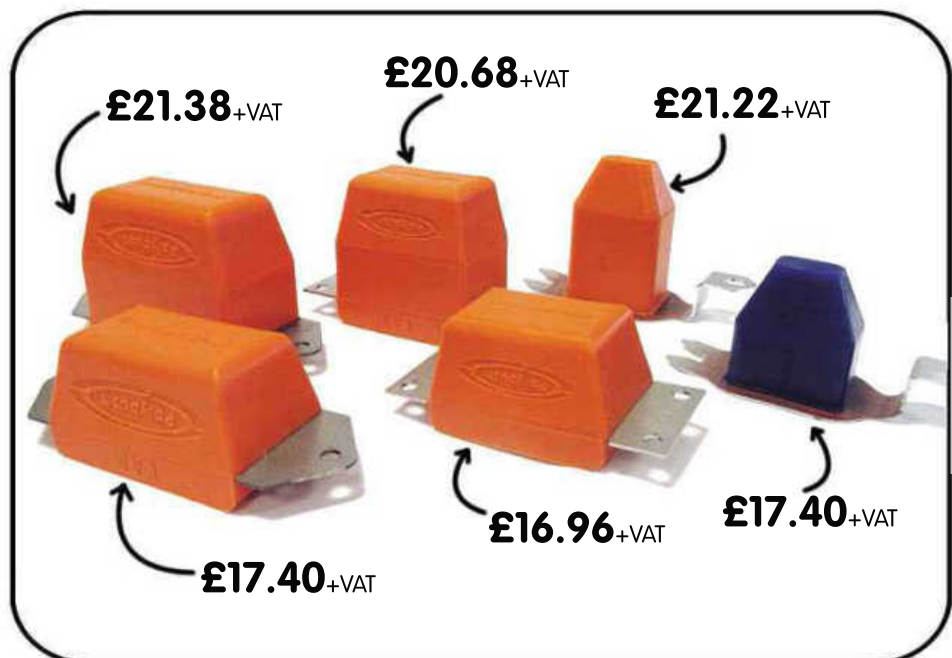
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Story: Patrick Cruywagen Pictures: Alisdair Cusick

REMOTE ROVER

A Defender 110 is used to get much-needed supplies to YHA Black Sail, the most remote youth hostel in the UK





This Page:

A world apart from its humble beginnings – a shepherd's hut YHA Black Sail is not your average hostel. YHA ambassador gives us the tour

TIn last month's greenlaning feature I unashamedly declared the Lake District one of my favourite parts of the UK. It's where hikers, bikers and greenlaners come to play in perfect picture postcard scenery. Each year 16.4 million tourists invade the 885 square mile park.

So if you're going there to avoid the crowds and craziness of city life, you might need to do a little research in order to avoid the masses. A good place to start and one where you definitely won't see many people and only one vehicle, a Defender 110, is the world-famous YHA Black Sail, the most remote youth hostel in all of the UK.

What makes this hostel so remote? Black Sail is less than five miles as the crow flies from Scafell Pike, England's highest peak. It's located in the popular dead end Ennerdale Valley – and the only way to get in and out of this valley is by foot or bike, which just adds to the whole romanticism of the place. To get to it we had to go via the Ennerdale Forest hostel, driving along the northern lakeshore of Ennerdale Water, the forest hostel is as far as one can legally go by Land Rover.

It was here that we met up with the likeable Alan Hinkes, the first and only Youth Hostel Association ambassador. He has also climbed a couple of pretty big mountains and would be guiding us for the day.

YHA Black Sail celebrated its 80th birthday in 2013, making it one of the oldest youth hostels in Great Britain. Most adventurous souls have an old picture tucked away somewhere of happy, carefree days spent at Black Sail. The popular hostel started out life as a humble shepherd's hut, used as a shelter against the elements. Time took its toll on the rudimentary hut and so a few years ago the decision was taken to totally refurbish the place. It was done in a sensitive manner, to retain its unique look and feel, with the aim to reduce running costs, save energy and create extra storage space.

On July 16, 2014, Alan officially re-opened it again. The £325,000 refurb was made possible by donations from YHA members and other interested organisations. It's only four miles from the YHA Ennerdale and the only vehicle that can legally drive along the track is the YHA Black Sail Land Rover. We feel very privileged to be bobbling along the track and pass 20 or so hikers along the way battling the atrocious weather. Somebody once told me there is not such thing as bad weather, only bad clothing. Anyway, it takes us about 20 minutes to complete, and just before we arrive at the hostel we have to descend into a stream and cross it. I can only imagine that during heavy rains it could become a little tricky.

As we enter the hut I cannot believe how busy it is. There are about ten hikers milling

about the dining hall, exchanging tales of where they have come from and where they are going. They are not all from the UK and we meet hikers from America, Australia and Canada. This is not your average youth hostel, despite its remote location and thanks to its Defender 110, they serve hot meals, cold beers and it also has electricity and a roaring fire. There is wet gear hanging everywhere, hopefully it will dry before their owners set off again. It's like having an oasis in the middle of the wilderness. Because you have to hike or bike to get here it attracts a certain type or person: nature lovers and generally good people. There is loads of friendly banter and informative chit-chat flying about. What more could one ask for?

Mark Waddington, the hostel's warden, stays here from March through to November. We ask him about the logistical and safety role of the Defender. "You could not run this place without the 110 Defender. All our food, alcohol and cleaning products come in with the Land Rover. We place the orders via phone and then collect it in the Defender. The dirty linen, recycling and rubbish is taken out in it as well." The Defender does two supply runs a week, one on a Tuesday and one on a Thursday. Jennings Brewery, the legendary Lake District brewery, kindly sponsors the lease for the Defender. The brewery was founded in the nearby village of Lorton. As the business grew



"It's like having an
oasis in the middle
of the wilderness"



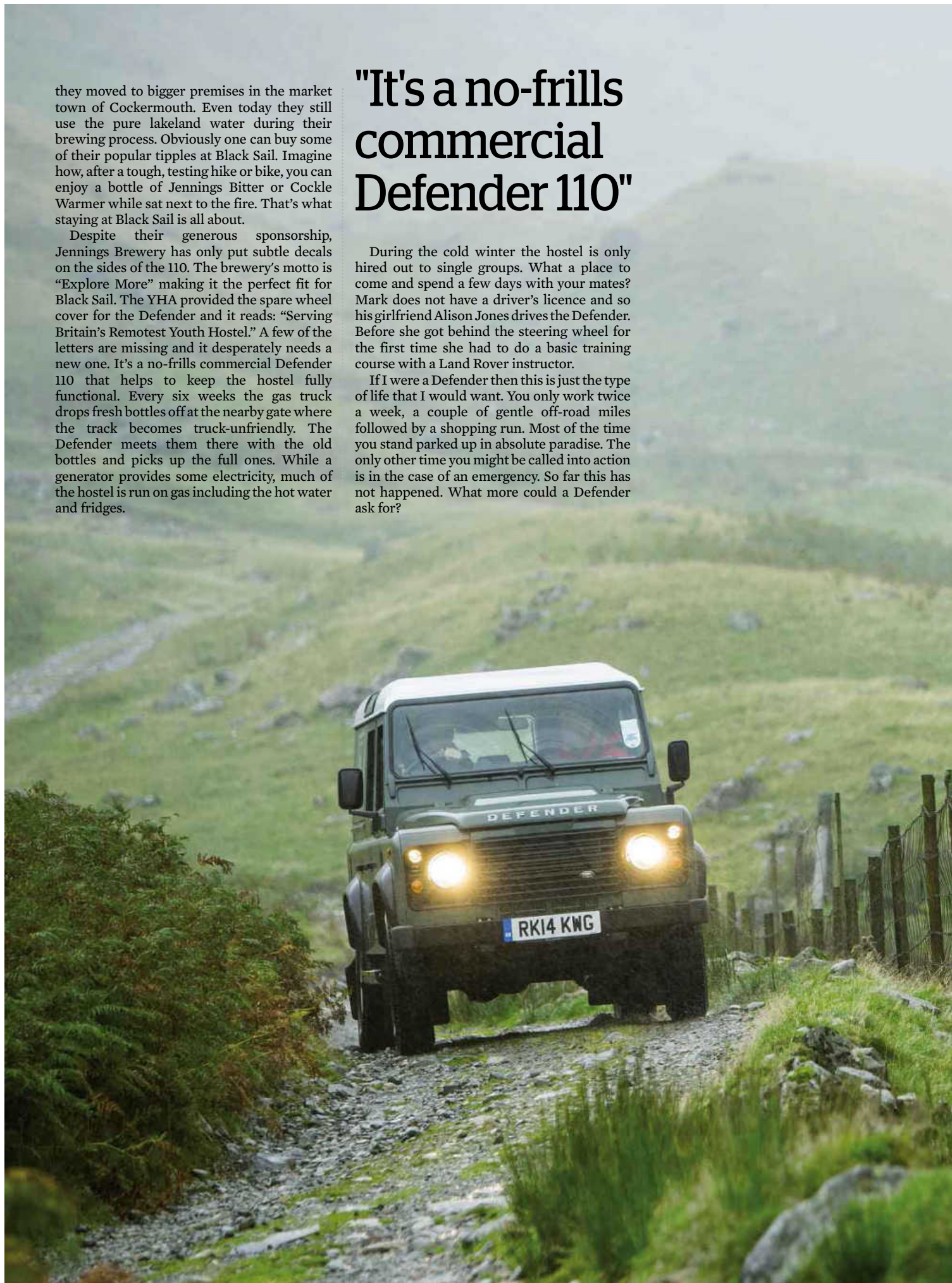
they moved to bigger premises in the market town of Cockermouth. Even today they still use the pure lakeland water during their brewing process. Obviously one can buy some of their popular tipples at Black Sail. Imagine how, after a tough, testing hike or bike, you can enjoy a bottle of Jennings Bitter or Cockle Warmer while sat next to the fire. That's what staying at Black Sail is all about.

Despite their generous sponsorship, Jennings Brewery has only put subtle decals on the sides of the 110. The brewery's motto is "Explore More" making it the perfect fit for Black Sail. The YHA provided the spare wheel cover for the Defender and it reads: "Serving Britain's Remotest Youth Hostel." A few of the letters are missing and it desperately needs a new one. It's a no-frills commercial Defender 110 that helps to keep the hostel fully functional. Every six weeks the gas truck drops fresh bottles off at the nearby gate where the track becomes truck-unfriendly. The Defender meets them there with the old bottles and picks up the full ones. While a generator provides some electricity, much of the hostel is run on gas including the hot water and fridges.

"It's a no-frills commercial Defender 110"

During the cold winter the hostel is only hired out to single groups. What a place to come and spend a few days with your mates? Mark does not have a driver's licence and so his girlfriend Alison Jones drives the Defender. Before she got behind the steering wheel for the first time she had to do a basic training course with a Land Rover instructor.

If I were a Defender then this is just the type of life that I would want. You only work twice a week, a couple of gentle off-road miles followed by a shopping run. Most of the time you stand parked up in absolute paradise. The only other time you might be called into action is in the case of an emergency. So far this has not happened. What more could a Defender ask for?



A misty, green landscape with a wooden fence in the foreground and a small building in the distance. The scene is hazy, with rolling hills and a large tree in the background. The fence is made of wooden posts and wire, with some dry branches in the foreground. The building is a small, dark structure with a light-colored roof, partially obscured by the mist.

YHA BLACK SAIL

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We spend ten minutes with Everest conqueror and Land Rover fan, Ian Hinkes, who accompanied us on our visit to YHA Black Sail

Alan Hinkes is a former Land Rover brand ambassador, the only YHA ambassador and the only Briton to climb all 14 of the world's highest mountains. We asked him about his Everest summit, Land Rovers, bad weather and greenlaning. This is what he had to say..

For or against greenlaning?

People think that because we use the word greenlane they are actually green, you and I both know this is not the case. I have always been pro-greenlaning and off-roading as long as you drive on legal tracks. People who go greenlaning don't drive across private fields or moorlands except if you're Jeremy Clarkson, of course. Most mountaineers like me that do not, encompass and welcome off-roading. I have a friend in a wheelchair, he broke his back motorbiking, without greenlaning he would not have access to the countryside.

You were sponsored by Land Rover?

Yes, in the 1990s before BMW owned them. I had a Defender 110, an older version of this one. The great thing about it was that you could drive it flat out on the motorway, overtake cop cars and not worry because when you look down at the speedo you were doing 73mph. Over the course of the sponsorship they gave them all to me to drive including the V8 Discovery and Range Rover, and I was also allowed to

lower them to get my gran in. The Range Rover liked to stop at petrol stations.

How does one become a mountaineer?

I grew up in North Yorkshire, my school teachers would take us out onto the North York Moors and into the hills of the Lake District. I knew right from the start that this is where I wanted to be, in the hills.

What happened next?

When I finished school I hitchhiked to the Lake District, then walked to this very hut, the Black Sail and stayed a night. I then walked to some of the other nearby passes on my own. Obviously I went up Scafell Peak, the highest peak in England. Scotland in the winter was next, then the Alps and finally the Himalayas, plus a climb to the top of Everest. So this is like coming back to my roots really, it's where I like to be, despite the rain and the dark skies.

Are we a nation of walkers?

There are definitely more people out fell walking and climbing. The health benefits are massive and you get a fantastic sense of satisfaction when coming out on a rainy and cold day like today. I mean you're not made of sugar so you're not going to melt and with modern kit it's easy to keep yourself dry and comfortable. At the end of the day you have to get out of your Land Rover at

some point and start walking. They get you into great positions, but they can only get you so far.

Have you done any exciting Land Rover driving on your travels?

I was once fortunate enough to drive a Land Rover in Nepal, it was really exciting stuff.. At one stage we had to go over these concrete pipes to cross a stream, if I just slipped a little we would've ended up in the water. As a former brand ambassador I've driven the Jungle Track at Solihull and the Eastnor Castle tracks a few times. Some of it was pretty scary stuff.

How do you prepare your clients for an Everest summit?

I tell them that people are going to die on the mountain as we make our way to the summit top. The key is to make sure it's not one of us. Everest is not Disneyland or Alton Towers. It is the real deal and when we went up we did see people die. The key was to remain calm and focused.

Why should people come to the hostel at Black Sail?

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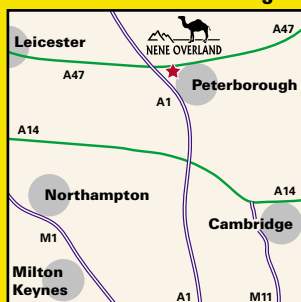
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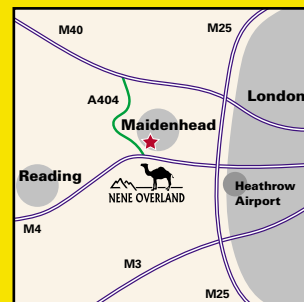
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CLASSIC CAMPER

The Carawagon was the coolest
campervan in the Sixties

Story and pictures: Bob Weir





Camper holidays were all the rage back in the Swinging Sixties, and it was only fitting that Land Rover would get in on the act. Take this rare 1966 Carawagon conversion, owned by Kevan Shaw, from Edinburgh.

Kevan was born and raised in Scotland's capital, and has lived there for most of his life. He is a lighting designer by profession, and a member of the Royal Photographic Society. After a spell studying and working in England, he moved back to Scotland in 1989. He then started his own business, KSLD. Based in the city's port of Leith, KSLD has been involved in some important light sculptures, including several projects in the Middle East. Kevan is also an industry expert in the creative use of LEDs, and his company has become well known for its innovative use of this cutting edge technology.

Kevan has been a big fan of Land Rovers since he was a boy, and apart from the Carawagon he also owns a 1979 two-door Range Rover.

"If you want to explore the Great Outdoors, a Land Rover makes perfect sense," he explained. "Back in the early days I tried fitting a makeshift bed into the first Land Rover that I ever owned, which was a late-model 1983 Series III. Because of the limited space this had obvious drawbacks, and headroom was also at a premium. Nowadays I use the Carawagon for outdoor pursuits, and the Range Rover for my daily transport."

Kevan initially toyed with the idea of acquiring a Dormobile Land Rover, but had reservations about the expanding roof.

He said: "The elevating roof on the Carawagon seemed the better bet. The basic model, or Continental, only had two beds, whereas the higher spec Ultimate can sleep up to four. I even toyed with the idea of getting one of the military versions, but couldn't find a suitable vehicle."

Then in 1999 he heard a whisper about a civilian version that had been laid up for several years.

"The vehicle turned out to be a 1966 Ultimate 109, fitted with the standard 2.25 petrol engine," he recalls. "Apparently it had been stored in a weatherproof garage, and didn't appear to be the worse for wear."

Although the Landy was lacking an MoT, Kevan decided to take a chance and came to an arrangement with the owner.

He said: "Fortunately it was a local vehicle, and the owner allowed me to carry out some essential running repairs at his premises on the outskirts of the city. I didn't

Above:
The Carawagon was fitted with a stove, as well as a wash basin, while luxuries included directional lamps and curtains

SEARLE Carawagon HISTORY

THE CARAWAGON was the brainchild of R J Searle Ltd, based at Sunbury-on-Thames. The company began trading in 1955, and remained in business in its original format until December 31, 1980. The firm designed a conversion for each Land Rover model for either military or civilian use, and mostly built to order. The military versions were bought by the Army, and used as TCPs (Tactical Command Posts).

Although there were two main types of conversion, the Carawagon is mostly remembered for its optional fold-up roof. Made out of metal and wood, this offered 6 foot 2 inches of head space at the centre top. Another trademark accessory was the rear awning that has a built-in slide-out frame. This was particularly popular on the 109-based conversion, and consisted of metal tubing that slid onto a slightly larger diameter tube for storage. The positioning and storage of the tubing depended on whether the conversion was equipped with upper cot beds.

There were other variations, depending on the Land Rover model. For example, R J Searle removed the bulkhead behind the front seat on three door vehicles, and added special fold down front seats. The rear side benches were also cut down into a wheel well which offered deep storage space. These body modifications were approved by Solihull, and did not affect the Land Rover warranty.

Carawagons were supplied with two basic types of rear interior configurations. The first featured a removable front table between two facing bench seats, which were deeply padded. The alternative had a padded bench seat on the left side of the vehicle, and a cabinet/table on the right side. The bench side facing seat cushion lifted up to reveal the deep wheel well storage area. The seat also folded down sometimes with the front seat, to make a 6 foot 2 inch by 2 foot 6 inch bed.

The conversion was also equipped with a stove. This was mounted to the inside of the rear door, and could be folded up for storage. Fuel was usually provided by a pair of two gallon propane tanks. Other essentials included a wash basin along with a nine gallon water storage tank and a foot operated pump. Creature comforts included window curtains, a fluorescent lamp mounted above the rear door, and a pair of directional lamps located near the front of the side bench seats. These could be used to illuminate the table, or as bed reading lamps.

Carawagon was also quick to see the potential of the new Range Rover. They used the vehicle EPK 800J as their prototype, which was subsequently examined in 1971 by Land Rover's own engineers. The new conversion received a mixed reception, mainly because of the cramped interior and asking price of £3040.

have a lot of mechanical experience, and decided to learn on the job. Unfortunately, that's when the problems started. The 109 had been parked over a maintenance pit, which had been flooded with water for several months. Although the vehicle's mechanics were in reasonable shape, the chassis had begun to deteriorate."

Luckily for Kevan he knew a friendly mechanic, who was happy to lend a hand. He assisted in fitting a new rear cross-member, and replacing the vehicle's brakes. The existing Weber carburettor was also ditched in favour of a Zenith unit.

"We certainly put in some hours, as I was determined to finish the work as soon as possible," said Kevan. "In the end the Land Rover was able to sail through its MoT in just three months. Unfortunately, this wasn't the end of my worries. Once I started driving the vehicle, I noticed that the driver's door had an alarming tendency to fly open without warning. The culprit turned out to be a corroded B- and C-post, which had completely disconnected from the front of the vehicle. To make matters worse, the local garages weren't interested in taking on the job. In the end I had to cope with the task myself, although how I managed is still a mystery."

Having finally returned the vehicle to a roadworthy condition, Kevan now turned his attention to the Carawagon's interior.

He said: "I realised from the start that with a shortage of genuine spare parts, I was going to be in this for the long haul. I also had to compromise on certain things, to move the project along. For example, the central heating unit was borrowed from an ex-Army 101. The four radiators and Webasto unit are all powered through the engine heating circuit. It's not the most efficient system in the world, but it certainly helps when trying to start the engine

Below:

It was an arduous journey to get his 1966 Ultimate 109 roadworthy but Kevan has since had some great adventures

on a cold morning."

Keeping a vehicle that is almost 50 years old on the road can be an ongoing challenge, but Kevan has been able to rise to the occasion.

"It is just a case of staying on top of things," he explained. "I replaced the carburettor again recently because the engine was running rough.

My friendly motor accessory shop was selling a batch of Chinese made carbs, and the unit has certainly made a difference. I also replaced my old mud plugging tyres with a set of normal radials. This has resulted in less noise, and a much smoother ride.

"I've also refurbished both the side frames, and the bulkhead has been welded in several places. I have considered replacing the whole chassis, but this could be expensive as well as time-consuming and will have to wait. I haven't done a lot of work to the interior except fit a new fridge, and replace the glass panels in the roof as they were letting in water."

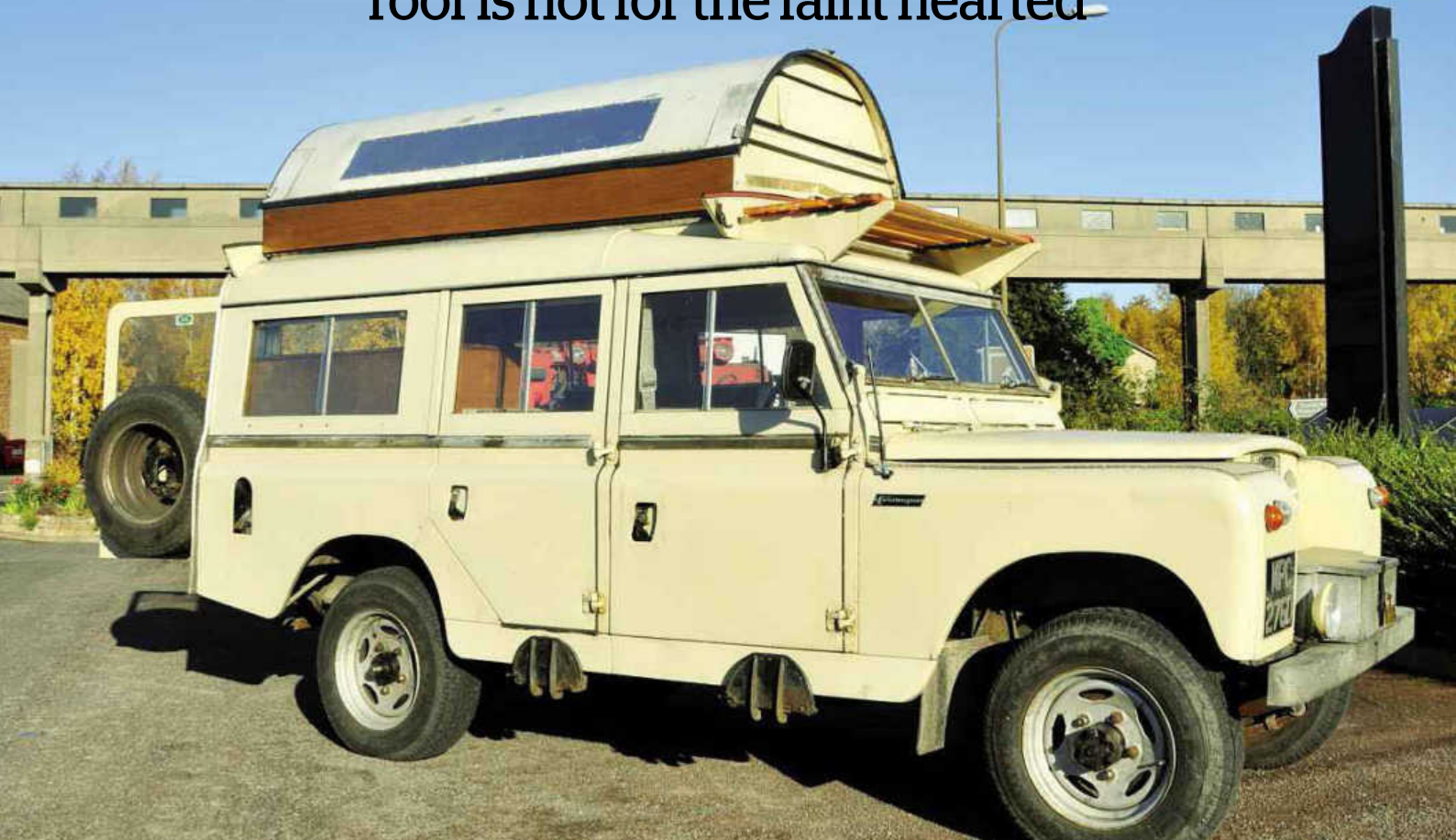
Kevin's Carawagon was originally fitted out and equipped to sleep three people, but he admits that the optional sling bunk below the roof is not for the faint hearted. "Even for a vehicle this size, things can still get a little cramped," he says. "Especially if there are two adults living on board. But the vehicle is there to be used, and has not been allowed to rest on its laurels."

Despite the pressures of running his own international business, Kevan tries to take the Carawagon on a proper camping holiday at least once every year.

"This summer it was Ullapool on the west coast of Scotland, a round trip of over eight hours. Unfortunately it rained most of the week, but in the UK that goes with the territory. I also recently visited Iceland. The 'Land of Ice and Fire' is certainly Land Rover country, and I plan to visit again in the future this time with the Carawagon."

LRM

"The optional sling bunk below the roof is not for the faint hearted"





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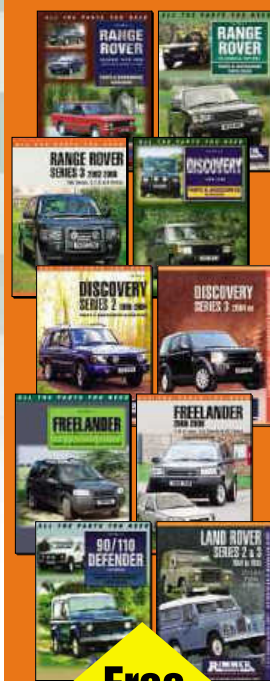
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Defender clear indicators £8.34 each

H4 Spare bulb and fuse kit £10.70

Headlamp bowls £12.00 each

Halogen Headlamp kit £30.59

Xenon bulb upgrades from £20.33

Crystal clear and Halo headlamps £35.99 pair

LED light bar 500mm £189.50

LED light bar 120mm £59.95

SPOT LAMPS & WORK LAMPS

8" 100W Wipac Spot Lamps from £53.94

5.5" Chrome Wipacs £30.00

Round work lamp & fixings £36.00

Rectangular work lamp & fixings £30.58

Round Stone guard £5.72

Wing mirror mounting bracket £12.00 each

Microline rectangular Fog / driving lamps c/w covers £35.94

Ring loc Blue Fog / Driving lamps £28.11

H.I.D kit all models from £195.00

LIGHT GUARDS & MOUNTS

Defender light guards from £66.00

Discovery light guards from £89.95

Range Rover light guards from £71.94

Freelander light guards from £66.00

KBX NAS light multi mounts from £57.42

KBX NAS multi light guard from £36.00

KBX single light guard from £24.00

KBX ACCESSORIES

Front grill & headlamp surrounds

Satin Black from £204.00

Zambezi Silver, Brunel grey, Santorini Gloss Black from £253.20

Hi Force Top vents (pair) £110.00

Satin Black £60.00

Zambezi Silver, Brunel grey, Santorini Gloss Black £72.00

Single side vent from £50.40

GRILLS & HEADLAMP SURROUNDS

S/S 3 piece headlamp surrounds £84.00

S/S Front grill £82.74

Standard Defender grill £21.54

S/S Headlamp surrounds £35.69 pair

TD5 Headlamp surrounds £25.48 pair

Discovery 300 TDI & TD5 Saudi spec grill >03 £195.00

OFF ROAD SUSPENSION

Tubular front shock turrets from £78.00

Heavy duty from turret securing rings £24.00

Cranked rear radius arms £138.00

Castor corrected front radius arms from £235.00

DISCOVERY SIDE STEPS

Discovery 1 Chevron Tread £192.00

Discovery 2 Chevron Tread £186.00

Discovery 2 Stainless Steel £240.00

Rear retractable step from £110.00

Disco3 Stainless steel tubes £276.00

FREELANDER SIDE STEPS

Freelander 1 rubber topped £180.00

Freelander 1 Stainless Steel £210.00

Freelander 2 Black & alloy £450.00

Freelander 2 Black tubes £396.00

Freelander 2 Stainless tubes £474.00

DEFENDER STEPS

90 Tomb Raider style steps £204.00

110 Tomb Raider style steps £240.00

90 Basket style side steps £210.00

110 Basket style steps £220.00

90 Stainless steel side tubes £234.00

110 Stainless steel side tubes £264.00

Single folding side step £40.80

Single folding rear step £40.80

NAS spec style rear bumper step £335.00

RANGE ROVER STEPS

Classic Chevron Tread £192.00

P38 Oasis pattern £240.00

Sport Chrome & Black £354.00

L322 Stainless steel tubes £300.00

L322 Black side tubes £282.00

L322 Black rubber topped £414.00

MISCELLANEOUS

Twin rear step fits on to tow bar - will fit all models

Zinc plated £24.46

Black coated £27.07

Universal wheel step £59.95

- Back by demand

SECURITY, PROTECTION & CHEQUER PLATE

Window grills

- Side sliding £102.07

- Small rear side £36.07

- Rear end door £66.00

Checker Plate - Available in either Black or Silver, 2mm or 3mm. Wingtops, Side sills, rear corners, cross member, Bumper treads, bonnet etc. Please call for prices.

NAS heavy duty Bumperettes £102.07

Rear corner Bumperettes £58.74

OFF ROAD PROTECTION

Diff guards £27.49

Diff guards 110 rear from £49.95

Tank guards available for most models from £71.44

Steering guards Steel from £83.94

Alloy from £99.60

Rock slider & jackable sills with or without tree nerfs from £162.00

WINCHING ACCESSORIES

Fix it kit £11.94

Off road kit - basic £90.00

4 ft High Lift jack (as shown left) £71.94

Hi Lift Mate £38.40

Off road base £48.00

Champion Winches 9500 & 12000 lb from £414.00

Jack Rack £25.54

Off road kit - Advanced £108.72

Terraforma winch bumpers from £354.00

SUSPENSION

Terraforma +2" lift kit from £234.00

Parabolic springs SWB £354.00

Parabolic springs LWB £390.00

P38 Coil conversion £420.00

Discovery II Coil conversion £120.34

Range Rover Classic coil conversion £270.00

Air helpers from £107.94

Air helper compressor £150.00

Dislocation cones from £60.00

Poly bush kits from £91.66

GIFT

Various Key rings from £25.95

Baseball caps in a variety of colours £24.00

Various Die cast models from £18.00

4 Children's story books £9.99 each

Stoneware mugs in a variety of colours £15.94

EXTERIOR ACCESSORIES

Defender wheel arch spats (std) £120.00, Extended £222.00

Discovery body moulding rubbing strips plain £185.76 with bright insert £223.79

African spec spare wheel carrier £188.94

Defender, Discovery & Freelander Bike racks from £84.00

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THE DISKLOK FULL STEERING-WHEEL SECURITY LOCK

Can Not Be Removed By Cutting Steering Wheel Prevents Theft Of Air Bag, Easy To Use Fits In Seconds, Handle Folds Away For Easy Storage All Metal Construction, Thatcham Approved. From **£99.95**



SNOW PLOUGH

Easy D.I.Y. fitment to your Defender, includes quick release attachments plus adjustable height and blade angle **£995.00** Other vehicle options available



DEFENDER ALLOY INTERIOR



Clock surrounds TD1/TD5 **£84.00**



Window winder surrounds **£52.80**



Grab Handles **£111.63**



Gear knob R380 or LT77 **£30.00**

• Interior seat reclining handles **£78.00**
• Air vent knobs 2002 on **£58.55**
• Door locking pegs **£90.00**

DEFENDER INTERIOR

Rev counter TD1 **£246.00**

Rev counter TD5 **£258.29**

Loc box available in black, grey vinyl or techno cloth from **£186.00**

14" vinyl steering wheel & boss **£68.89**

Standard cubby boxes **£71.44**

Security cubby box with radio housing **£234.00**



COUNTY CONVERSION

Alpine roof window kit **£136.51 pr**
Side sliding windows plain **£211.14 pr**
Side sliding windows tinted **£240.00 pr**
Rear rubber load area mats from **£68.84**
Lap belts **£29.94 each**
3 point harnesses **£49.20 each**
Inner window surround trim kit **£335.00**
Front Roof Head Lining 90/110 **£175.00**
Rear Roof Lining 90/110 **£195.00**
Rear head lining finisher **£49.95**
Seating and others available - please call for details



FREELANDER / DISCOVERY INTERIOR



Discovery I / II roller blinds from **£240.00**



Discovery 1 dash repair kit from **£40.80**



Freelanders 1 armrest from **£84.00**



Freelanders 2 cubby box / arm rests from **£102.00**

UNIVERSAL INTERIOR ACCESSORIES

Seat covers front from **£45.00**
Seat covers rear from **£30.00**
Rubber front floor mats from **£45.00**
Rear rubber floor liners from **£69.95**
Land meter **£20.38**
Dog guards from **£71.94**



SERVICE AND REPAIR KITS



Wheel bearing kits from **£31.19**



Swivel housing kits from **£78.00**



Service kits from **£14.95**



Swivel pin kits from **£49.99**



Defender replacement hinge kits **£42.00**

ALLOY WHEELS

20" Auto-biography Alloys **£180.00**

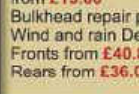
20" Stormer Alloys **£174.00**

18" Hurricane Alloy **£162.00**

20" New style Stormer **£180.00**

New style 16" Defender Sawtooth alloys **£156.00**

Zu Rims from **£156.00**



TYRES

BF Goodrich MT from **£132.00**

Insaturo Special track from **£90.00**

General Grabber AT2 from **£132.00**

BF Goodrich AT from **£126.00**

Insaturo Sahara from **£89.40**

General Grabber UHP from **£93.60**

Insaturo turbo AT from **£89.95**

Insaturo turbo MT from **£90.00**

Goodyear Wrangler MTR 235/85 x16 **£132.00**

Other tyres available please call for details.

TERRAFIRMA WHEELS

16x7 TFX DEF/D1/RR in Silver, Gun metal Grey or Black **£159.99**

16x7 Dakar DEF/D1&2/RR & P38 Black or silver from **£162.00**

6x7 RVS D2/P38 in Black or Anthracite **£160.00**

16x7 RVS DEF/D1/RR in Black or Anthracite **£150.00**

Bead lock rings and bolt kit set of 4 **£450.00**

16x7 Offender DEF/D1/RR **£132.00**

SPACERS & ADAPTORS

Hub nut spanner **£8.34**

Spigot rings - Set of 4 - late wheels on to Disco 2 and P38 **£60.00**

Locking wheel nuts all models from **£40.80**

Hub Adaptors to enable fitment of Disco II and P38 wheels onto your earlier axles **£390.00**

Wheel Spacers to suit most models from **£192.00**

Heavy duty wheel braces from **£10.38**

Free-lander wheel shims **£59.95**

RECONDITIONED AXLES

Disco/RR/Def fronts from **£995.00**

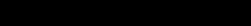
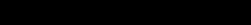
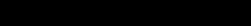
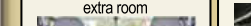
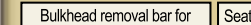
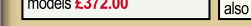
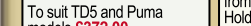
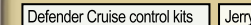
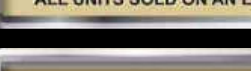
Rear from **£795.00** Salisbury rear **£895.00**

Recon Axle casings from **£375.00**

NEW Defender front Axle ABS or non ABS Complete assy **£1378.71**

Recon steering boxes from **£150.00**

ALL UNITS SOLD ON AN EXCHANGE BASIS



CHECKER PLATE

Wingtops with aerial hole **£73.02**

Bonnet protectors early and puma models from **£71.94**

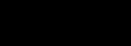
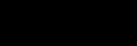
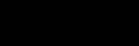
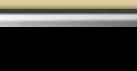
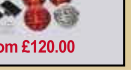
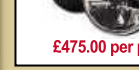
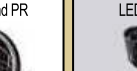
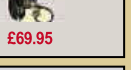
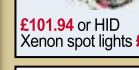
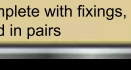
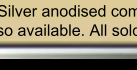
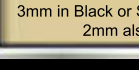
Side sills for 90's and 2 & 4 door 110's from **£59.95**

Rear cross member cover **£51.01**

Rear corner protectors for 90 & 110 from **£33.65**

Bumper treads **£18.00**

3mm in Black or Silver anodised complete with fixings, 2mm also available. All sold in pairs







LUXURY AT ITS BEST

Words: Louise Woodhams
Pictures: Land Rover

Priced from almost
£150,000, the top-drawer
SVAutobiography is not
your average Range Rover





Right:
The SVO team developed optional 'Event Seating', perfect for deploying at the races and quaffing champagne

Developed by Land Rover's Special Vehicle Operations (SVO) division, the Range Rover SVAutobiography is the most luxurious and powerful series production Range Rover in the model's proud 45-year history. And it comes at a price – starting from £148,900. That's over 50 grand more than the Range Rover Sport SVR, which announced Land Rover's entry into the ultra-high performance SUV class last year, and twice the cost of a standard Range Rover.

As common sense dictates, the SV bit stands for SVO, JLR's centre of excellence for bespoke commissions, luxury editions and performance models, while Autobiography has traditionally been the marque's range-topping version. Combine the two and you get a flagship model taken to even greater heights of design and luxury execution. But is it really worth the vast sum of money it's commanding? I was invited to join Land Rover along with a very select group of automotive journalists to drive the 2016 SVAutobiography, to find out.

The event started with a product walk-around at a luxurious five-star country house hotel just a few miles from Ascot Racecourse, shortly after freshly-baked pastries and French pressed coffee. This was all rather posh. We're told that there is a standard and long wheelbase derivative (with 20 cm of extra legroom in the back) for us to drive. The SWB is only available with the 5.0-litre V8 supercharged petrol with a power output of 550 bhp, a level of performance otherwise reserved for the aforementioned SVR. It can also be specified in the LWB model (at a base price of £156,000), together with the 3.0 SDV6 Diesel Hybrid or 4.4 SDV8 Diesel.

What's clear is that the SVA (as I'll now refer to it, if you don't mind) is a showcase of exquisite detailing and craftsmanship – none of the mechanicals have been upgraded, but that's no bad thing, as it's an excellent base to start with.

For the first time, distinctive duo-tone paint is available – the upper body is Santorini Black and the customer has a choice of nine colours for the lower body. Our test cars were in contrasting Corris Grey, Indus Silver and Loire Blue and I have to say whilst subtle, they looked very smart and seemed rather effective in turning heads. That is a £9000 option – or for an undisclosed amount JLR's SVO team based at Oxford Road will be able to match your wife's favourite lipstick in their specialist paint studio, although it was hinted that any outlandish requests would be carefully guided so as to not affect resale values.

Standard exterior enhancements include new knurled Range Rover script for the bonnet and new SVAutobiography badging for the tailgate. The unique front grille features dark grey Graphite Atlas mesh and a polished chrome insert, as do the body-coloured side vents. There is also the option of 22 inch wheels in Dark Grey Full Gloss Finish or 21 inch in a High Gloss Polished Finish, although for the sake of sacrificing ride we would opt for the latter.

Open the door and illuminated aluminium tread plates featuring unique Autobiography lettering welcome you to what is an undeniably exquisitely turned-out interior. And once inside you will never want to leave. Swathes of extra-supple perforated leather that's tanned using only organic materials adorns just about every conceivable surface that's not finished in beautiful Macassar wood veneer (other choices of wood finish are available).

While Rolls-Royce has built-in umbrellas, SVA has knurled aluminium, and Range Rover is rather proud of it, adding the tactile milled detailing to most of the driver's switchgear including the start-stop surround, pedals, the adjusters on the front seat armrests and, lest I forget, the key fob. There is also an optional sliding load space floor, in beautifully crafted aluminium and more of that glorious veneer.



"The SVA is a showcase of exquisite detailing and craftsmanship"



Q&A:

PAUL NEWSOME

DIRECTOR OF SPECIAL VEHICLE OPERATIONS

What makes this vehicle so special?

The SVAutobiography offers exclusivity, and the LWB is better than any other offering in the luxury market. It takes the Range Rover to another level of comfort, craftsmanship and refinement.

The deployable tables are a result of that, and also us doing something completely different. We had the centre console anyway and we knew that, in the LWB base model certainly, it would be too far for passengers to reach if the tables dropped down from the rear of the front seats.

Do you see the new Bentley Bentayga as a threat?

We welcome the competition of Bentley, it is great to see them joining in, and combined with Lamborghini's and Rolls-Royce's efforts it is helping to extend the market.

Competition is healthy and a positive thing. It has increased the focus on the luxury 4x4 sector and we can take advantage of that. Our sales shot up with the release of the Porsche Cayenne – and to some degree the Range Rover Sport was born out of that. Opportunities grow as the luxury 4x4 sector opens up to existing, but also to new customers.

And whilst Bentley's bottom end is our top end, we could go higher. The Bentayga will be faster of course, as will the Lamborghini Urus, but a bigger engine is not the right vibe for Range Rover – they have benefits we do not have and vice versa. The Range Rover will always be luxurious first and foremost.

So, can we expect a £200k-plus Range Rover in the future?

There is room for a £200,000 Range Rover; we would obviously have to offer something over and above the SVA. It is how many you produce – we would need a run of 1000 to justify the changes – and what would it be. It has to deliver a unique style but still be a Range Rover. In fact, we could easily go beyond the £200 grand mark.

As a relatively new sub brand, how do you think it has done thus far?

We launched SVO 18 months ago and now 700 people work in the sub brand, a lot of those have come from within JLR but we have also taken some outsiders from smaller volume car manufacturers.

It is a little too early to say, but the response to the Range Rover Sport SVR has been incredible. The demand has

always been there with the likes of Kahn and Overfinch, but Land Rover has not done anything like this before and we are very excited. We are not looking to cut off those specialists – there will always be demand out of the factory, but we are looking to make the most of the opportunities that are clearly there.

Globally 60,000 Range Rovers are sold in a year, 1000 of which will be the SVA [120 of those staying in the UK], and we are forecasting the sale of 3000 SVRs by January.

And what can we expect from SVO in the future?

There will be an SVR Land Rover arriving early next year. We do not plan to do anything with the current Discovery – for more economic reasons it makes sense to apply our sub brand to a new car – it is just a better business model that way. The Range Rover share of segment for example is globally consistent – the Disco 4 is not.

What you can expect is a higher level of personalisation, with our new commissioning suite in the Oxford Road facility we will have the ability to work with our customers one-on-one and provide a more bespoke service. We are not at the level of customisation as Rolls-Royce which is fifty fifty, but we envisage it increasing.

So can we expect a special version of the Defender to arrive in a few years?

We will definitely do something with the Defender; we can do an awful lot with it, and the opportunities beyond the SVX all-terrain branding are huge.

And will it look like the Defender Bigfoot from the new James Bond film?

You have to remember that was on the current Defender – so it has huge 37 inch diameter off-road tyres, a high ride height and winches, which increase off-road performance but sacrifices on road performance. Moving forward we do not want to make that compromise, it is old technology. We want to deliver that all-terrain ability but with an emphasis on high-end tech. So, in answer to your question we would go in a complete change of direction.



“We will have the
ability to work with our
customers one-on-one”



"Whilst it is on a par with Bentley in terms of indulgence it's still very much Range Rover"

Better than that though, SVO specially developed 'Event Seating' following feedback from customers. Available for £5500, they can be stowed in the luggage compartment, but quickly and easily deployed to provide comfortable seating for two adults on the lower tailgate. Handcrafted from Windsor leather with footrests that appear to hang from alloy stirrups, these are no ordinary flip-up picnic seats.

What I love about the interior, is that whilst it's on a par with Bentley in terms of indulgence it's still very much Range Rover. It's simple, elegant and timeless, and it's all so beautifully engineered.

So, what's it like to drive? I drove the SWB, and despite almost tipping the scales at 2.5 tonnes, the supercharged V8 does a good job of propelling it forward with a ferocious 443 lb ft of torque. Zero to 60 mph takes just 5.2 seconds; switch it into S (Sports) mode and the acceleration is sharper and the gear changers slicker. The steering is accurate and well-weighted, which made easy work of the tight and narrow streets of Windsor – and combined with that commanding driving position, it made the whole experience feel effortless. The ride is comfortable and smooth, and at speed through the twisty B roads it feels extremely composed considering its size. It's also more refined compared to the Range Rover Sport SVR, which has stiffer suspension, wider tyres and a different transmission setup. Of course, it's not a sports car, and it's actually very good at encouraging relaxed driving. It gives you an enormous sense of well-being, which is perfect given the SVA is aimed at the chauffeur-driven market.

As you would expect it's equally talented off-road as it is on road, with a plethora of automatic control systems. Even leaving the car in standard mode it's more than capable. We drove through a course that had been set up on the West Wycombe Estate consisting of tight, tree-lined switchbacks

and deep, muddy tracks, and with 500 bhp going through the wheels it was an absolute hoot.

According to the order book, 80 per cent of buyers have opted for the LWB model (with the majority going to the Middle East and China) and 92 per cent have specified the petrol V8. Research has shown that most owners are likely to have chauffeurs, but they are likely to drive themselves at the weekends. So, to fully experience the SVA philosophy, we were chauffeured for the last leg of our journey. It was more luxurious than your average house with deep twist pile mohair carpet, my own climate control and eight inch TV screen with a table and sumptuous reclining seats featuring extendable calf supports that also massage you. A few members of our party found it so relaxing they had an afternoon nap.

Land Rover has been steadily pushing the Range Rover more and more upmarket, and every time they raise the price, they sell out. As small as it is, the niche could be a profitable one for JLR. The Range Rover SVA, with its exceptional off-road abilities, is a luxury car that makes a unique case for itself.

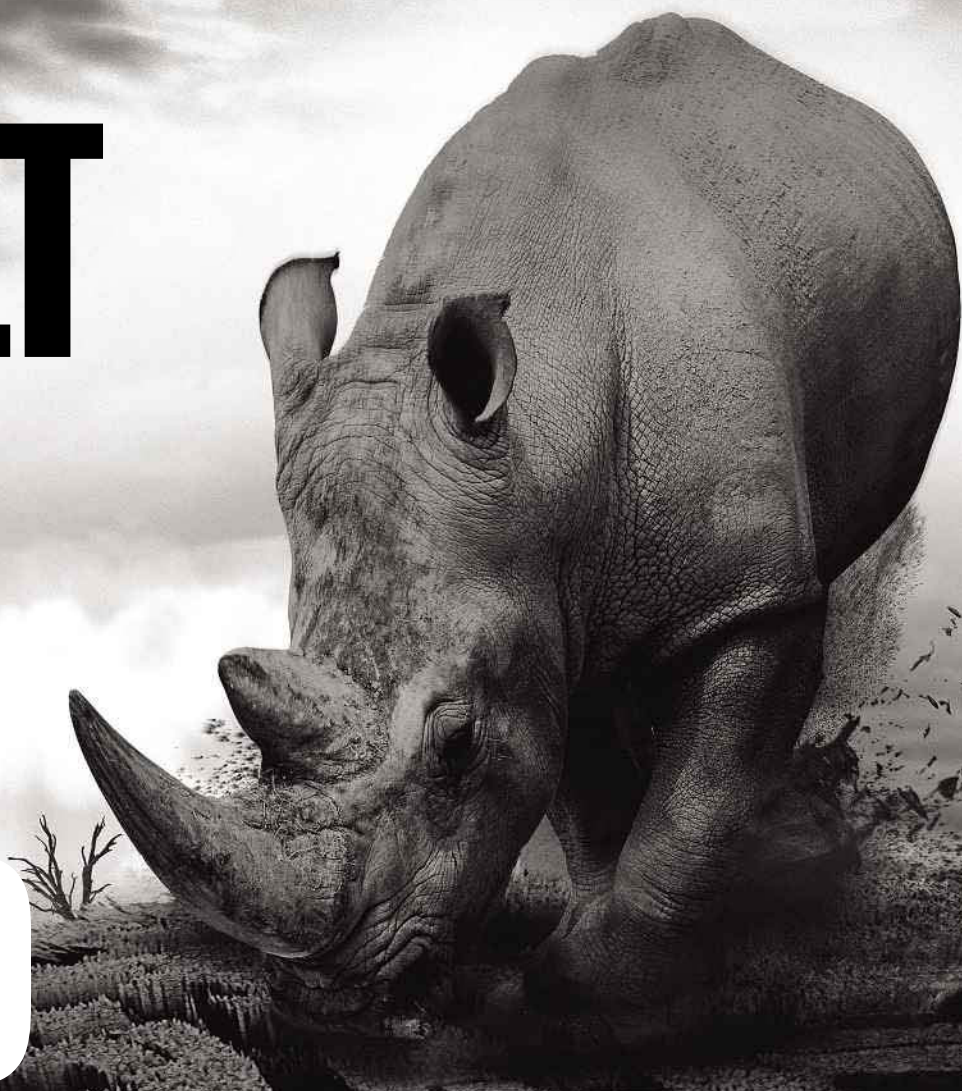
How relevant is this to the likes of you and I? Well, we may see some of the convenience features, such as the new, improved Surround Camera System with an integrated washer jet for the rear camera, appear in the replacement Defender. Likewise with the new Gesture Tailgate providing hands-free access to the luggage area and Automatic Access Height which automatically lowers the vehicle once parked, for improved entry and exit. We could also see the introduction of Land Rover's InControl technologies, which allow you to remotely check the fuel level, lock and unlock the doors, and flash the lights or sound the horn to help identify the vehicle in crowded car parks, by using a smartphone app.

What we can confirm after spending time with the Director of SVO, is that there will be a super luxurious SVA version of the new Defender. It may well be a working SUV first and foremost, but this one will also meet the expectations of the rich city dweller!

LRM



BUILT FOR THE WILD



OPEN COUNTRY

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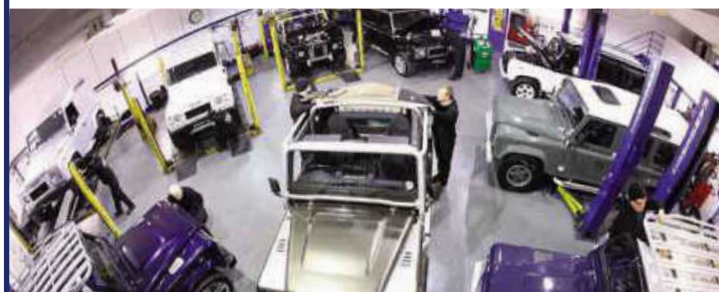
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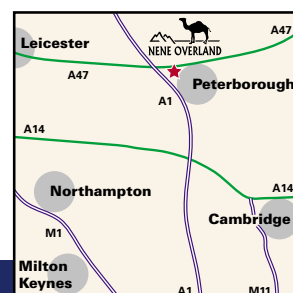
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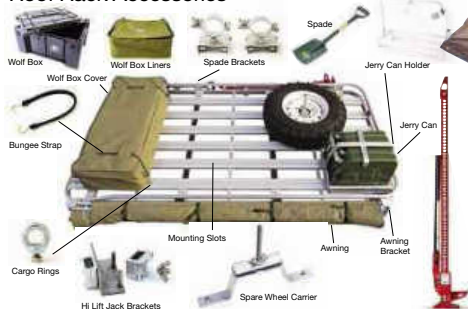
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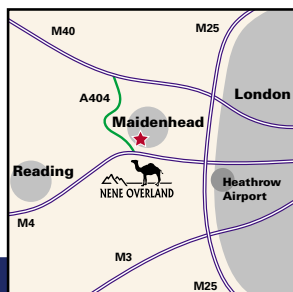
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Greenlanes of **BRITAIN**

There's excitement galore today so it's no problem getting up early, even though it's a dark November day and the weather is dirty. After all, we're heading for the brilliant greenlanes of Salisbury Plain.

I have been designated routemeister (reader of the maps) for our little gang, which means I can't drive at the same time, so at 7:00 am my trusty wingman Barrie Holt and our mate Simon Stevenson pick me and Hazel up, the long-suffering Mrs Thorn. She has been with me so long now, she is used to the smell of petrol, diesel and Swarfega, love her.

We stowed our gear on top of Barrie's, in the back of his Discovery, and set off on the 130 miles from Kent to Wiltshire. There's a brief stop for a comfort break at Popham Services on the A303, then ever onward to the meeting place to catch up with the chaps from the Southdown Amateur Radio Society (SARS) near Eastbourne, Sussex, who are joining us.

Our final rendezvous is the gravel car park at the (sadly now boarded up and for sale) Bustard Inn near Orcheston. It's not a

rude word: I will tell you all about bustards later. So bear with, Everard, and read on. Who's Everard, I hear you say? Well he is my imaginary *LRM* reader that I write to as I clatter away on the keyboard. In case you were curious, he lives with his mum and dad on their smallholding in Little Futtock on The Wold; Dad gave him his old Series, and a subscription to *LRM*, for his 17th birthday a few years ago.

Anyway, in the party this time along with Barrie in his 300Tdi Discovery – which he has just started to kit out for off-road use, having recently sold his 110 County – is Simon in his 110 County.

The guys from Eastbourne are Barry Pollard-Wilkins and pal Chris in his Clansman Series radio-rigged 110 van; Richard and his dog Baxter in his 90; Jonathan Samson in his Series I, and pal Rob riding in with Steve Gunning. Steve's Land Rover is a copy of Les Hiddins' 110, who was the Bush Tucker Man in the old Australian TV show. An old mate Rob Petty came for an hour to say hello in his £40,000 brand new Puma. Steve joined us just



NIGHT AND DAY

Charlie Thorn assembles a motley
crew of Land Rover owners for a
24-hour assault on the greenlanes
of Salisbury Plain



for the Saturday run.

Now before we go any further, can I just say that if you go greenlaning now – or you are ever intending to go driving on any greenlanes – please join the Green Lane Association (GLASS). These volunteers do a fantastic job of trying to educate and promote responsible off-road driving and fighting our corner to try keep legal rights of way open for motorised traffic.

Before I go to drive any greenlanes, I always look at the GLASS site and read the excellent magazine they send to members, to check what is happening in the area I'm visiting. On occasion when common sense does not prevail with some local authorities who have tried to close routes for no good reason, GLASS has instigated legal proceedings against them.

I must single out praise for Dale Wyatt, who is the local GLASS rep for Salisbury Plain, as well as the editor of the GLASS magazine. On occasion Barrie and I have joined Dale and other helpers and he has given up a lot of his time marking out legal rights of way all over Salisbury Plain on posts stuck in the ground.

Lastly, if I am going to Salisbury I always call upon my old friend Steve Gunning, who is the go-to man for driving on the plain. Steve is local and goes on the plain every day to feed the badgers. He knows what's occurring in reference to any military or other activity that may be going on there.

When you look at any map of Wiltshire you will see that there is a large area with very little in it, apart for a few small scattered villages. That is Salisbury Plain. There are miles of driveable byways there, and the whole area is



used extensively by the military.

The troops stay in the many barracks within the area and they often deploy onto the plain and bivouac out there, sometimes in small groups in the tents that they carry in their 40 lb backpacks. Now and again though they go under canvas in an area as large as a small village with huge marquees, field canteens, medical facilities and everything the troops need to function if they were ever called to

Right: Steve pushes a nice bow wave in his Les Hiddins-style 110

Left and below: A stern warning to stay on the byway; Jon leads in his Series 1

deploy somewhere on active duty.

At any time you may come across military vehicles, some of them tracked – from heavily armoured vehicles to Challenger 2 tanks from many European and Commonwealth countries who are there on exercise. If you are very lucky you may even spot the odd Apache helicopter, and once, several years ago a Harrier jump jet – on an extremely low-level pass, scared the life out of me and I flung myself on the ground in fear.

There are barriers all over the place and when live firing is going on these are opened and manned and you cannot pass them with large red flags flying everywhere on long flag poles to warn you. If there is any live firing going on there, you would be wasting your time going anywhere near Salisbury Plain. Whilst we were on this trip we came across some army vehicles and we were given permission for a few minutes to look at them and take a few photographs. Later we met up with some soldiers who had been tabbing (walking) with their packs and heavy radio comms on their backs, and believe me those radio comms are really very heavy. I tried to lift one as the guys were resting up in an old barn. The sergeant kindly allowed us to have a look at one of their Land Rovers rigged for

“If you are ever intending to go driving on any greenlanes – please join GLASS”





radio, and Barry and the guys from SARS were particularly interested, as they are all keen amateur radio enthusiasts.

We wished the young soldiers all the best and thanked them for their time, before we got on with the rest of our day.

For many years in the past when we went out driving the lanes we used the old Landranger series of Ordnance Survey maps, until they brought out what I think is the much better and more user-friendly Explorer maps.

I first met Steve Gunning many years ago when I was invited to do one of his regular navigation runs on the Plain. Steve puts these on in an effort to get people to read maps when they come onto the Plain, and not to drive around all over the place gung-ho. There are some sensitive areas there as well as the odd unexploded device that may be lying in wait in the long grass for the foolhardy.

Steve sets out the run by planting stakes on a route over the Plain with codes on them and

WHERE TO STAY

THE CHAPS from SARS on Friday camped in yurts behind the Bruce Arms pub in Pewsey. They said it was fine, but cold. Go to: www.thebrucearms.net

On Saturday we all stayed at the Court Hill Farmhouse in Potterne, which had super food and log fires. Email: 729hodge@armymail.mod.uk

If you would like to find out more about the Great Bustards, go to: www.greatbustards.org. Better still, become a member for £20 a year or pay £500 for life membership.

Oh, and make sure you buy Ordnance Survey Explorer maps numbers 130 and 131.

then gives you map grid references. You drive around and look for them using your maps and note them down. Some codes may be at ground level or up a tree or even in a bush – it's a lot of fun.

On one of Steve's runs, one rainy Saturday night, a pal of mine, Cliff Garrod, was doing the route using a Tough Book laptop computer and he told me he was using Memory Map software. Later one Christmas I saw Memory Map on sale at half price, so I bought it and downloaded it to an old aluminium laptop. I wiped everything off it and got a new, more powerful battery for it. Then I went online and found a small GPS receiver that plugs into the side of it and links to military satellites, displaying a red circle wherever you are

When I come to a crossroads with four or five options and make a turn, a long red line pops up out the circle, and as you make the turn it points you down the right way. It's a cracking bit of kit and I recommend it highly





to any frequent greenlaner.

Steve said he would do the Saturday route as he can do it from memory without referring to maps, he knows the place so well. So after a brief chat we set off and I could take it easy and enjoy the day. As the guys from SARS were first timers on the Plain and it also being Barry's very first time driving off-road, we headed towards Fibuareas first (which stands for fighting in built-up areas).

It's a bit of a tongue twister so all the locals call it the German Village, and it's a complete village built for that purpose, and a well-known landmark on the Plain. I have been there in the past whilst a regiment has been on the Plain getting ready before going out to a combat situation, and you can hear gunfire from within the complex and see the odd smoke bomb going off. I always imagine it might be the blue team trying to get the red team out, or something like it.

We stopped on the route and did lunch, then around 4.00 pm Steve left us to go home and we headed off to our B&B in Potterne.

After dinner, we set off to do a few lanes in the dark. It's a new experience if you have never done it, and in a place like the Plain where there is no white light about, it really is pitch black especially if there cloud cover. After a hearty full English breakfast on Sunday morning, we packed up, paid and set off again to do a few more lanes, before we all said cheerio and headed our separate ways home.

Here are a few things Steve Gunning told me that you might want to know if you ever want to go to drive the lanes on the Plain: "On older maps, some lanes may be shown as either bridleway or restricted byway. These lanes have already been upgraded to byway or the military have permitted use as a permissive byway.

"Under the Highways Act you are allowed to park up to 15 yards off the side of a byway for recreational purposes such as a tea or lunch break.

"If drivers do not wish to drive through the wet areas the Highways Act again says that you are allowed to bypass an obstruction, so

simply take a wider line.

"The byways outside the red flag zones of Larkhill and Bulford Ranges can be driven anytime. But it is advisable to do so with great care with your headlamps on, and keep your eyes peeled for armoured vehicles flying about. And don't forget the drivers have very limited vision."

Finally, those Great Bustards. They are very large birds with wingspans of up to six feet, and there were once lots of them on the Plain, until they became extinct many years ago. More recently a group of enthusiasts set up a charity and brought some Bustards back from mainland Europe.

They have an area set aside and they are working hard on a breeding programme to reintroduce these fantastic birds back to the Plain. Some they have reared already and set free, and you may see them flying around.

Unlike other large birds Great Bustards are so big that they cannot glide. To keep airborne, just like me, they flap all the time. So, there you have it, I hope you enjoyed it Everard.

"After dinner, we do a few lanes in the dark. It's a new experience if you have never done it"



Left: Practice target impact area for rockets and shells

Below: Signs erected by GLASS; Richard's 90 posing by a Spartan



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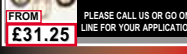
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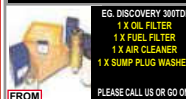
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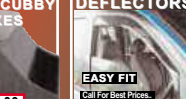
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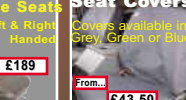
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THE LEGENDARY Lancaster bomber has a lot in common with the Land Rover Defender. For instance, both can go anywhere and are very cold and uncomfortable for their occupants.

In World War II, the Lancaster's achievements included flying across Europe at extreme low altitude to take part in the audacious Dambuster raids in Germany's Ruhr Valley. But even the most high-flying modes of transport can get stuck and, in this photograph, you can see a veteran Lancaster unexpectedly grounded on a waterlogged English aerodrome.

Even the airfield's usual tractor tug couldn't find enough traction in the slippery conditions, but the day was saved when a Defender 110 joined the extraordinary tug of war and got the whole show back on the road.

Grit and determination like that win wars, you know.

Photograph: Anne Rogers







LIFE IN THE PITS

Dave Barker spends time
with the mechanics of the
Defender Challenge
at Rally Yorkshire

Pictures: Dave Barker



The fourth round of the 2015 Defender Challenge by Bowler Championship was held at the Rally Yorkshire, with stages taking place in the forests of Dalby and Cropton. The Rally Yorkshire would see the Bowler Defenders compete two stages on Saturday evening in the dark, then five stages the next day, covering a total of 54 competitive stage miles.

If you've ever watched the World Rally Championship (WRC) on the television, you would have seen what some rally cars require just to keep them running on a stage rally. After completing a couple of short stages, a mass service crew works on the cars. Some cars are almost totally stripped down, with major parts being replaced in the short time they have to service them. This could be as little as 30 minutes or even as much as an hour before heading out again. Some look like complete rebuilds as they go on to complete the next couple of stages.

The Yorkshire forests are tough on rally cars, making it the ideal rally to find out how the Defenders would cope and what would be required to keep them running. This would also be the first time that the Bowler Defenders would be competing on the same rally as the Armed Forces Rally Team (AFRT), also competing in Defenders. It was all set for a fantastic rally, with the seven Defenders by Bowler and the five Wolves of the AFRT, going head-to-head.

It's perhaps a little unfair to make any direct comparisons, after all the AFRT use 300Tdi's Wolves which are unmodified and produce (or at least did when new) 111 bhp, while the uprated Defenders by Bowler with the 2.2-litre Puma engine now produce 170 bhp. They also have improved suspension and brake systems. I was looking forward to seeing the stage times of each driver, with Edd Cobley in the Bowler, expected to be the quickest. Meanwhile, the AFRT Team Director and vastly experienced rally driver, Alan Paramore, was expected to set the pace.

Scrutineers took a great deal of time with some of the traditional rally cars. Not so for the Defenders which just flew through, with hardly a glance under the bonnets. The biggest problem for the teams was applying the competition numbers and sponsors' stickers. Once scrutineering was completed it was just a few hours wait until the rally started, time for the crews and mechanics to get ready for the night stages.

Apart from both teams using different Defenders, the teams themselves are also very different. The AFRT is a volunteer amateur team, though their approach to rally is totally professional, with drivers, co-drivers and the service crew fully committed and giving their free time to be part of the AFRT. They have two Transit-type vans with just the spares that the team could realistically replace in the time they have in the service area, which on





Above:
The Bowlers use 170 bhp 2.2 Puma engined Defenders with uprated suspension and brakes, the AFRT use 300Tdi Wolfs which are unmodified

Right:
Whilst their approach is professional, the AFRT is a volunteer amateur team; the Bowler team is similar to a fully supported works team



this rally is 45 minutes. They also have a tool kit for each Defender packed with filters, hoses, spare brake parts, driveshafts, propshafts, shock absorbers and even a turbo.

The Bowler team is similar to a fully supported works team with most drivers buying into a full rally season. They carry slightly more parts and equipment, mostly thanks to their 32 tonne 6x6 support trucks that they use on desert-style rally raid events. The team also carry a number of body panels – past experience has shown wings have needed to be replaced. In fact, before the Baja GB earlier in the year, one of the Defenders needed to be almost completely rebuilt following a shakedown accident that caused extensive body damage.

In contrast, the car rally teams arrive with a service van packed full of every conceivable spare imaginable including engines and gearboxes.

With the action well underway, the first rally cars start to come into the service area, some showing signs of damage with the Yorkshire forests getting the better of them. As they arrive their crews rush to work on them. When the Bowler and AFRT Defenders arrive back in, it seems much more relaxed. Bar two Defenders on the Bowler side which had suffered from cracked windscreens after clipping a tree (nothing a roll of duct tape wouldn't cure), the remaining Land Rovers reported no problems. In no time at all, the vehicles of both teams were checked round with spanners to make sure nothing on the suspension and drivetrain had come loose, all the filters

"The Defenders flew through scrutineering"

were changed, liquid levels checked and topped up as required. With the checks complete that was the end of the first day of the rally.

The morning started with two stages of just over 14 miles before a return to the service area. This was followed by three more stages of 24 miles. The rally cars returned to service first, some looking a little worse for wear than the night before. As for the Defenders, they all seemed to be in better condition. Edd Cobley was complaining of a vibration in the steering. The service crew quickly gave it the once-over, focusing on the steering shaft but found nothing wrong. After a fuel and water check the leading Defender by Bowler was ready to go out and finish the rally.

As for the rest of the Bowlers vehicles it was much the same story, with no reported problems. For Rebecca Jackson, a Porsche 911 GT race driver, who was competing in a stage rally and driving a Defender for the first time, it had been a big learning curve. Luckily she is a fast learner and was now setting respectable stage times. But it was far removed from her race ambitions of driving at next year's 24 Heures du Mans.

On the other side of the service area the AFRT Defenders were too returning one by one. The Defender 269 of Ben de Ronde reported a front wheel knock, and the service crew quickly had the Defender on a jack, again no problem was found. Maybe a stone had wedged itself between the disc and pads? Elsewhere mechanics were under Defender 267 trying to find and cure a blowing exhaust, a bit of tightening of an exhaust clamp and the problem was sorted. None of the Wolfs had suffered any damage or mechanical problems on the first of the day's stages, so once all the checks had been made, they were ready to go out for the final three stages.

With no further service before the finish, it was an



WANT TO TAKE PART?

TO FIND out more check the Bowler Motorsport web site: www.bowlermotorsport.com/motorsport/defender-challenge



"One by one with no signs of damage the Defenders returned"



Above:
The traditional rally cars may have been quicker, but the Defenders proved to be more reliable. All except one completed the rally

anxious time for everyone as they waited for the various Defenders to return. For the Bowler Team Edd Cobley was the first back nearly two minutes ahead of Garth Carruthers. Then it was Alan Paramore, the first of the AFRT Wolves back and leading that class by over a minute.

One by one with no signs of damage (much to the relief of the crews) all the Defenders except one returned. Thomas Bell in a Defender by Bowler was missing in action. According to reports from fellow competitors, he had put the Defender on its side in a ditch. Fortunately, the crew and Defender were undamaged. Edd Cobley had finished as the quickest Defender by Bowler, in 29th place overall in the rally. Alan Paramore was the quickest AFRT Defender Wolf in 41st place.

Life in the Defender Challenge's service area had been a little disappointing, unlike the atmosphere in the main service area, there were no panic repairs going on. Here mechanics were rushing around, just about rebuilding cars, especially for the front-runners, before they headed out again. Complete suspensions were adjusted or replaced while laptops were plugged into the engine management systems to find more power.

All except one of the Defenders had completed the rally, and those that had finished it, had done so without any technical problems. In fact, they all could have completed the rally without any support or service really. Well that's not entirely correct. During a post rally check, the Defender by Bowler 248 of Gareth Carruthers, who finished as the second place Bowler in 33rd overall, was found to have a leaking coolant top hose. The hose had come loose from its clamp and dropped down onto the fan belt, which had worn through the hose and caused a slight leak. If it had not been spotted it would have got worse and possibly caused overheating.

Even with that small problem for one of the Defenders I guess there is a lesson to be learnt from the Rally Yorkshire. If you want to have fun rallying then do it in a Defender. You might not be the quickest, but the chances are good that you will finish.

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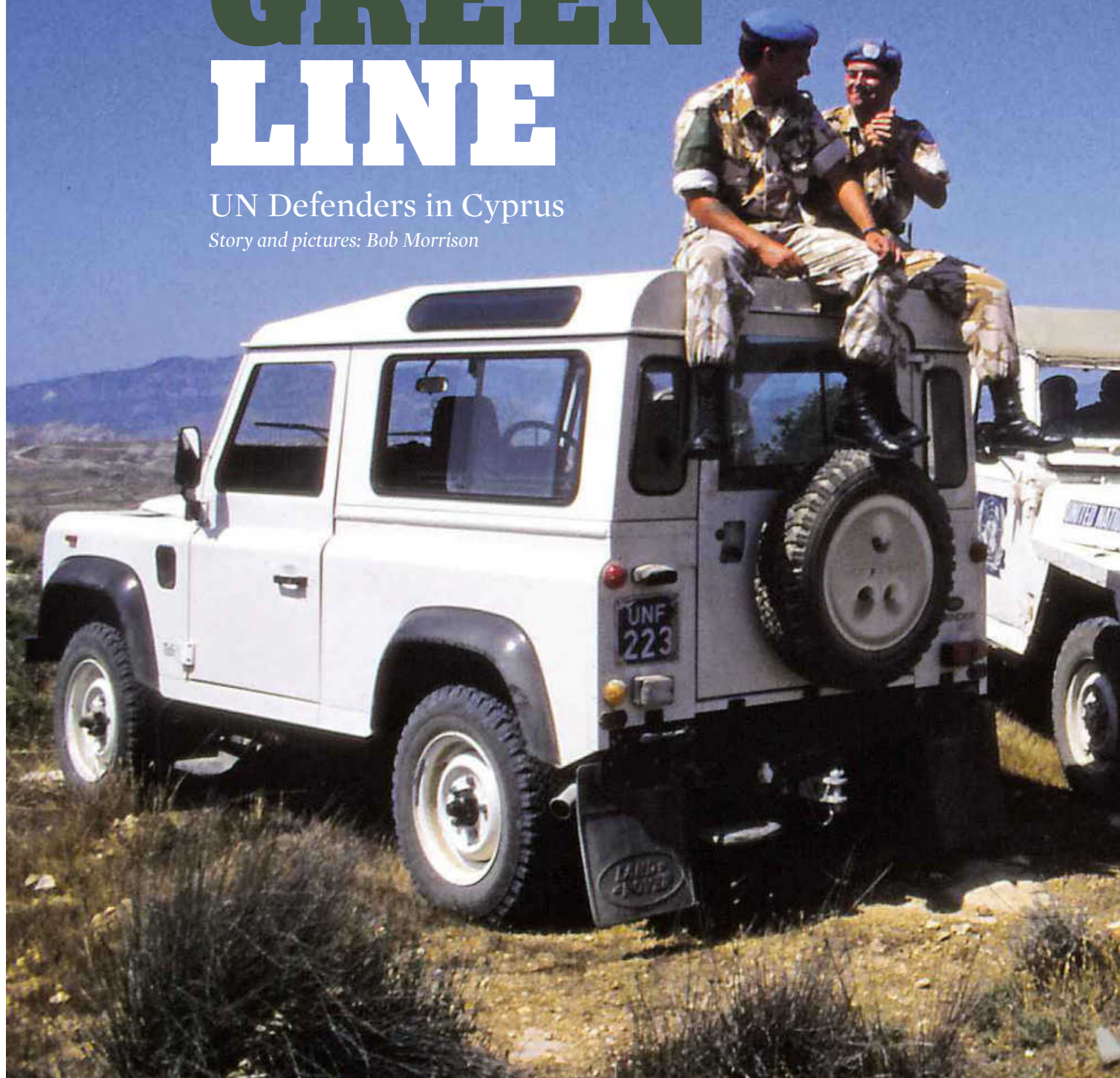


MILITARY
WITH BOB MORRISON

THE THIN GREEN LINE

UN Defenders in Cyprus

Story and pictures: Bob Morrison



RECENTLY, WHILE preparing for an office move, I stumbled across some long-forgotten slides of an early 200Tdi-powered Defender 130. It was being used by British military personnel inside the United Nations buffer zone on the Mediterranean island of Cyprus. It prompted me to delve deep into my photo archives to find the rest of the shots from the assignment. What I had half forgotten was that I had actually made two trips out to Aphrodite's island in 1993. One in the early summer and the other in December. I had photographed Land Rovers of various types serving with BRITCON, the British Contingent serving with UNFICYP, the United Nations Force In Cyprus.

My first trip out to the island that year was primarily geared to photographing Royal Marines and Royal Artillery Land Rovers. They were being used by the 42 Commando Task Force on an amphibious landing and live-fire exercise at the western end of the island, on the Akamas Peninsula. While out there I also grabbed the opportunity to photograph other UK Forces subjects. During a visit to the Sovereign Base Areas in the south to snap British Army and Royal Air Force vehicles, out of the blue I was offered the chance of a brief visit to the BRITCON sector

of the Green Line through and near Nicosia, so I grabbed it.

The summer of '93 was a pretty traumatic time for me as, following unexpected redundancy the year before which forced me to turn a hobby into a job, my marriage broke down irretrievably. Indeed my first real inkling of what was to come was when I returned home from my first Cyprus trip on a Bank Holiday Monday to find my wife was not there. By the end of the year, with a decree absolute in place, I followed the advice of a lady friend (Rowan, a life coach, later became famous as Ms Motivator) and returned to Cyprus with her to follow up on the work of UNFICYP in more detail. This included spending more time both photographing their Defender fleet and learning about their procurement through the island's main dealer.

Back in the early 1990s C.D. Hay & Sons of Nicosia was the importer and main dealer of Land Rover vehicles, and indeed had been since the 1960s. It was they who provided the fleet of 200Tdi Defenders used by BRITCON, albeit in face of stiff competition from Japan who were flooding the island with very low price right-hand drive vehicles. At the time the company's Sales Manager confirmed that they really had to battle to win the tender, as





BITS AND BOBS

IN 1993 a dealer representative confided that he thought it highly unlikely that any further Defenders would be procured, but he felt confident that the 200Tdi fleet would still be providing sterling service into the new millennium. His confidence was misplaced, as by the time of my next visit in 1999 the bean counters had decided to standardise on leased Mitsubishi pick-ups and SUVs.

When taken on a 1999 Buffer Zone tour I was invited to sit in the front (commander's) seat of a Mitsubishi to travel the length of the line. After less than 15 miles I had turned so queasy that my escort officer suggested I take the wheel to prevent me throwing up from all the bucking and lurching about in the unladen leaf sprung vehicle.

Only a few days before, British UN soldiers in a leased L200 with locking front hubs and road pattern tyres found themselves stuck in a mud hole on a narrow part of the Green Line patrol track. Watching Turkish troops had to help push them out.

Mitsubishi had already made inroads in the UN vehicle pool. Fortunately he was convinced that the longevity of the Land Rover would stand it in good stead and that the island's salty atmosphere would have an adverse reaction on the steel-bodied competitors.

Unfortunately, it would turn out that the bean counters were not particularly forward-thinking and, with the exception of the odd Discovery, the vehicles photographed here would be the last Land Rovers procured for Blue Beret support. Additionally, the sale of the Land Rover brand to BMW a couple of years later would see a change in main dealer and, as the German parent company had little interest in going after future military contracts. The end of the road for the green oval badge on the Green Line was not very far off.

The roughly 180 km long Buffer Zone, to use its formal name, between the Greek Cypriot controlled south of the island and the Turkish-Cypriot occupied north was established on 16th of August 1974, following the ceasefire. In Nicosia it narrows down to just three metres in width at points, but out in the open countryside there can be several kilometres between the front lines and Blue Beret peacekeepers need to patrol the line by vehicle rather than on foot or on bicycles.

Although nicknamed the Green Line, as back in 1974 a British officer used a green chinagraph pencil to mark out the forward positions of the opposing troops when the ceasefire was agreed, the boundary is usually delineated by whitewashed objects painted with markings in the light blue colour used to

signify the United Nations. Maybe the nickname should be the Blue Line. The vehicles which patrol the Line, be these light utility trucks or the British-made but Argentinian-funded Glover Webb Tactical wheeled armoured personnel carriers used by the multinational Mobile Force Reserve, are also painted white. This is to ensure they stand out and when they venture outside the Buffer Zone into Greek or Turkish areas they sport the light blue United Nations flag.

On my first 1993 trip, a decade before a marked drop in tensions prompted the opening of multiple crossing points between the two halves of the island, I had the privilege of going out into the open farmland in Sector 2. I was with a team from 9 Parachute Squadron of the Royal Engineers who were tasked with repairing fences and warning signs around known minefields. Farmers are allowed to tend their fields, under permit, in this area and the UN ensures their safety by maintaining protective measures around the many still-live minefields sewn in 1974 between the two front lines.

The bulk of the UN Land Rover fleet at that time comprised of 200Tdi Defender 90s, in both soft top and station wagon variants, and it was one of these that the Para Sappers were using. As this was several years before the introduction of the 300Tdi Wolf fleet, other than a small number of specialist 200Tdi Defender 110 station wagons used mostly by the RAF and UKMAMS, these were pretty much the only Tdi-powered conventional Land Rovers used by UK Forces.

“The bean counters were not particularly forward-thinking”



Para Engineers checking minefield wire and danger markings



1: Outside an OP the sappers load fence pickets into a soft top Defender 90 2: Inside the Ledra Palace HQ – approaching vehicle in background is an ageing Lightweight 3: The Defender 130 was used for delivering Humanitarian Assistance



4: British and Argentinian troops manning Airport Camp gate as a D90 comes in from patrol 5: Spare, can be dropped **Opposite page:** Troops confer over a map on the D90 bonnet prior to a patrol

Today only the Mobile Force Reserve is regularly armed, but back in 1993 UN troops carried rifles as a matter of routine. Additionally, the observation posts and towers were permanently manned, as were patrol bases along the length of the Green Line. Since 2004 the size of the Blue Beret force has been reduced significantly however and OPs are only visited randomly.

On my first 1993 visit, we photographed three Land Rovers and their occupants near one of the OPs. Two were Defender 90s, one of each type, but the third was one of the very few 88in Lightweights still in UN service on the island.

Even better was to come when I was able to photograph the ultra-rare 200Tdi Defender 130 double cap pick-ups used for delivering humanitarian assistance to communities still living in the ‘wrong’ half of the island.

When I returned to Cyprus at the end of the year with Ms Motivator, we were given the formal UN Line Tour through Nicosia city centre. BRITCON also allowed us to photograph Land Rover patrols before they departed from the Ledra Palace HQ out onto the Line. On this occasion a Defender 110 was also present, but it was explained that this was not used on the length of Sector 2 running through the heart of the city as the 90s were better suited for negotiating tight turns between ruined buildings.

I would return to SECTOR 2 six years later, but by then the Defenders had been replaced by less sturdy and less capable, but much cheaper, Japanese pick-up trucks.

DECLASSIFIED



UN AMBULANCE

PROBABLY THE most interesting UN Land Rover I ever photographed in Cyprus was the Forward Control 101 ambulance pictured above.

At first glance it looks no different to its sisters despatched to Croatia in UN markings in the spring of 1992 with 24 Airmobile Field Ambulance, but closer inspection reveals a large grille above the cab, behind which lurked an air-conditioning pack.

I have only been able to verify the existence of two such conversions, and I have no idea where the other one served.

Can any reader help provide details, or even more photos?



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HORSE POWER

Few people would consider a 1976 Series III a new-fangled bit of machinery. But not many folk are like traditional farmer and artist Joe Godderidge

Story and pictures: Dave Phillips





Artist Joe at work in his studio, where he captures bygone rural life in his oil paintings

“Joe is a man for whom the 20th

was just out of my teens when my girlfriend and I quit our jobs and moved to the Norfolk Broads, to run a fish and chip shop. It seemed like the perfect adventure in the long, hot summer of 1976, although the MkII Cortina I was driving at the time didn't appreciate the blazing temperatures quite so much. Most journeys were punctuated by the radiator boiling over.

One such pit stop happened on a day so hot that the tar was melting on the lane near the village of Brisley where I pulled up. The whole car shook on its MacPherson struts as the hissing and spluttering radiator spewed coolant through the overflow, where it collected in an ever-increasing puddle on the tacky tarmac below.

I reckoned it had lost a couple of pints before it cooled down enough for me to risk removing the radiator cap. I'd have to top it up with water. Luckily there was a cottage nearby, so I pushed through the riot of flowers that flanked the garden path and knocked at the low front door, which was answered by an elderly man who patiently listened to my predicament.

Picking up an old enamel jug, he told me to follow him round behind the cottage, to a well.

“We're not on the mains out here,” he explained, as he drew up a bucketful of crystal-clear water, which he decanted into the jug. “But well water's never done me any harm.”

It didn't do any harm to the internals of my 1600cc Ford engine, either, and I was soon on my way. But I never forgot my encounter with that lovely old man. It was reassuring to know that there was a corner of Norfolk that the 20th century had passed by.

Nearly 40 years later, I was reminiscing with my Norfolk mate, Nigel Hammond, and told him the story. I'm glad I did, because it reminded him of a local farmer, well into his 80s, who still relied upon real horse power – five huge cart horses, to be exact. No new-fangled tractors there! In fact, the only bit of modern machinery on his farm happened to be... a Land Rover. A Series III, to be exact.

This was a man – and a Land Rover – I had to meet. So Nigel, good mate that he is, promised to make a few enquiries. And a week or so later, he joins me as we navigate through a maze of narrow country

Two of Joe's recent oil paintings





Joe in his farmyard
with 1976 Series III

and 21st centuries have passed by”

lanes in search of Lyng Farm. By coincidence, our destination is only four miles or so from my encounter with the old man and the well, four decades earlier. But the weather is very different: instead of a blazing summer day, we are driving through an autumn storm, with gales ripping the bronzed leaves off the trees and torrential rain sending rivers of mud down the lanes.

Eventually we manage to find the right lane and I steer the Disco down an ever-diminishing track until we come to a time-warp farmyard of typical Norfolk red-brick outbuildings. A huge white shire horse briefly looks up from its feed of hay to check out the intruders, as we make our way past a green Series III and knock on the farmhouse door. A dog barks within and we hear the slow shuffling of boots on tiles before the door is opened by a ruddy-faced man wearing a trilby hat and a waxed cotton waistcoat, gently splattered with paint.

Farmer and artist Joe Godderidge, 84, introduces himself and ushers us into an outbuilding, which he uses as his studio. On a normal day, the sunlight would come flooding through the windows and skylights to illuminate the oil paintings all around us. But today the deep shadows from the sullen sky just adds to the atmosphere as Joe tells us his story...

“I was born in Calgary, in Western Canada,” he recalls. “My father went out there in the 1920s to find work and my mother later joined him. But she didn’t like the extremes in the weather, so we moved back to England when I was two years old. It’s annoying: I’ve seen the prairies, New York and Niagara Falls – but I can’t remember any of it!”

“Back in England, my father got a job selling houses, in Woolwich, so we stayed in London during the war. Then, when I was about ten years old, we moved to Norfolk, near Thetford.

“My mother and I moved here in 1964. It was a dairy farm then and we had a herd of Jersey cows. Unfortunately the herd was hit by Brucellosis, a highly-infectious disease that caused the milk to dry up.

“I needed to supplement our income and that’s when I started painting. It was the only thing I had been any good at, at school.

“I loved the rural stuff and I was familiar with horses, so I simply painted what I knew. At my first exhibition, I realised it was the paintings with the horses that fetched the most money. That suited me, so I

specialised in them – and I have never looked back.”

Joe talks lightly of what was actually a very tough chapter in his life. The 1960s were an era of massive change in the agricultural world and the odds were definitely stacked against the small farmer.

By 1964, the vast majority of farmers had already switched from horse power to modern machinery, but Joe simply couldn’t afford tractors, combine harvesters and the like. Instead, he developed his expertise as a horseman, using a team of five heavy horses to pull his plough, harrows and balers.

“I don’t think I’d have been able to keep possession of this place if I hadn’t got the horses,” he admits. “They definitely don’t cost so much; you haven’t got the machinery, repairs and replacements. If you’ve got a good team of horses, there’s nothing like it.”

Joe’s only concession to modernity is his choice of motor car. After all, he lives several miles from the nearest shop. Apart from a couple of Willy’s Jeeps, his wheels have invariably been Series Land Rovers. His latest is an 88-inch diesel Series III, which is his everyday vehicle when he needs to drive anywhere, although he has no real affection for it. It is, after all, a working vehicle. And there’s nothing wrong with that. “It does everything I need it to do,” explains Joe.

Coincidentally, Joe’s Land Rover was built in 1976 – the very year I met the old man and the well.

Joe has painted – and sold – over 1000 oil paintings in his career as an artist. But none of them have featured Land Rovers – or any modern machinery, come to that. “I don’t paint mechanical things,” he shrugs.

“I love Norfolk for its big skies, trees and deeply rural nature, not just as an artist but as a person.”

Incredibly, Joe still farms 30 acres, including a herd of beef cattle – and it’s all done the old-fashioned way. Just like the old man I met 40 years earlier, Joe’s way of life hasn’t done him any harm. There must be something in the air in this corner of Norfolk, for Joe is a man for whom both the 20th and 21st centuries have passed by.

(PS: In case you’re wondering, my 1976 fishing-frying adventure was short-lived – my new career took a battering after just six weeks...)



Land Rover ambassador Kingsley Holgate has travelled to every single African country, he has also done more miles in a Land Rover than anyone else I have ever met. This author, adventurer, African and humanitarian with the unmistakable big grey beard and unrivalled love for his continent, has had malaria over fifty times.

This has not stopped him, in fact he has handed out over a million mosquito nets to mothers with babies throughout the African continent as part of an anti-malaria campaign. For those that don't know: every minute of every day a child dies from this silent killer. LRM caught up with 69-year-old Kingsley at his home in Zinkwazi, on the east coast of South Africa, where he was still busy nursing himself back to full health after his epic 5600 mile Heart of Africa Expedition.

AFRICAN ADVENTURER

Kingsley Holgate recently became the first man to reach the geographical centre of Africa, thanks to his three Land Rovers and 14 Ba'aka Pygmy porters. We had a rum with him upon his return...

Interviewer: Patrick Cruywagen

Pictures: Kingsley Holgate Foundation





You have done some pretty remarkable expeditions: the Outside Edge of Africa, followed the Tropic of Capricorn around the world, Cape to Cairo waterways and many more. Why a journey to the geographical centre of Africa?

With the massive privilege of having done all those plus all the countries in Africa and her island states, we decided the time had come to embrace or salute Mama Africa by travelling to her beating heart. Despite modern technology there has been a bit of debate to exactly where the centre is, which was an obvious concern, as we did not want to go to the wrong place.

So how did you find the exact centre point?

A year ago we offered the project to The International Geographical Union (IGU) and the Department of Environmental and Geographical Science at the University of Cape Town. They applied the 'centre of gravity' method to determine Africa's centre point, the same method used to determine the geographical centres of Australia and the United States of America. According to Professor Michael Meadows, Secretary and Treasurer of the IGU, the Geographic Centre Point of Africa is located at 17.05291°E, 2.07035°N in Congo-Brazzaville. It lies west of the Unbanji River and southeast of the Nouabale-Ndoki National Park. So at least we now knew exactly where we were going and how we would be getting there.

Tell us more about this centre point of Africa

It lies in the northern rainforest swamps of the Republic of Congo and it is truly the beating heart of Africa: there are massive 1000-year old trees, no human footprints and the place just feels timeless. This spot is of massive importance to the future existence of the continent. It's home to the lungs of Africa, the largest rainforests on the continent and the severely under threat forest elephants. It's all about protecting these precious areas so that future generations can enjoy the place. This expedition was not about a few crazy buggers having an adventure and putting a beacon in the ground at the end of it all, it was rather about telling the world that we need to look after these pristine environments.

Do you have to be an adventurer to go there?

I would encourage your readers to go to the Republic of Congo to see the lowland gorillas and forest elephants in the Odzala-Kokoua National Park, one of the oldest national parks in all of Africa. The city of Brazzaville and the country is safe. Maybe a trickle of tourism to the forests, wildlife and heart of Africa might convince the President that the place and its wildlife are worth saving. If this happens then our trip would've been worth our while.

Why did you use two Discovery 4s and a Defender 130 for this expedition?

Over the years we have used the Discovery 3 and now the 4 for our expeditions. They are arguably the most capable 4x4s we have ever used. We have gotten used

Above:

When you have done as many miles as Kingsley in a Land Rover, sometimes it is nice to take a stroll-

WANT TO VISIT THE REPUBLIC OF CONGO?

The lowland gorillas, forest elephants, Congo Basin and the city of Brazzaville are all good reasons to come to the Republic of Congo. To arrange a visit see www.odzala-kokoua.com

“We nicknamed the Defender 130 Ndhlovukazi, which in Zulu means The Great She Elephant”



to them and they are comfortable; they have proven their worth on tough expeditions. It is the end of an era as far as the Defender is concerned and so it was only right that we also took a Defender along to the heart of Africa. You must know that old adage that the heart of Land Rover belongs in Africa; so we felt that we just had to take a Defender.

Tell us more about this Defender 130

The expedition had its official launch at the 2015 South African Landy Fest. There, complete with Zulu dancers; we nicknamed the 130 Ndhlovukazi, which in Zulu means The Great She Elephant. The 130 plays a very important role on our expeditions as it carries all the grub and humanitarian gear.

How do you prepare your Land Rover vehicles for expeditions?

We put 18 inch rims on the Discoverys and only use Cooper Tyres on all our Land Rovers. This has worked for us in the past. Each vehicle has a powerful winch, roof rack, long-range fuel tank, swing-arm spare wheel carrier, dual battery system and Engel fridges. Except for this they are pretty standard. We did not change the suspension on the 130 for the expedition and it did really well.

Aren't fancy new Discoverys too computerised for long expeditions?

We have done so many expedition miles in these computerised vehicles and we have never lost one or left it behind. It's no use getting anxious because

often there is nothing you can do about it. We do rely on the Zen of Travel to get us through plus our come what may attitude also helps.

To who or what would you attribute the success of this never before done expedition?

The initial heroes were the Land Rovers, of course. They took us from South Africa, into Botswana, over the Zambezi River into Zambia, then through Angola before we crossed the Congo River and headed deep into the rainforests of Congo-Brazzaville. We took some unusually rough tracks through Angola and the Land Rovers coped well. It was a real achievement for the Land Rovers to get us to where we had to hike the last eleven miles to the centre point.

Tell us more about the eleven mile hike and the Ba'aka Pygmy porters

Without the 14 Ba'aka Pygmy porters who helped us with the arduous final hike there is no way we would've made it. It was only right that we did the final bit in conjunction with some locals, so this was a win for the whole of Africa. Once we reached the centre point the pygmies helped us screw in the special beacon that we had carried all the way from South Africa. They instantly broke out in song and chants. These little men of the forests ensured that we made it to the continent's centre point. They knew how to find water when we had none, using only a razor sharp machete to cut up massive creepers which contained the live-saving water.



There was a time where it did not look like you would make it?

The thorns and trees ripped us apart and the Ba'aka would cut up special vines and leaves to cover up the cuts on our arms and legs. These little blokes were so kind and humble. We were just too big and clumsy while they seemed to float across the swamp. At times we were up to our waste in the mud and water, it was slow and tough going. We were literally dragging ourselves along on our stomachs. One of the expedition members got stung 68 times by bees including once on the tongue.

At one stage my strength was all gone and I just sat under a tree, ready to die. We were living on basic rations and I was ready to tell the other guys to leave me and carry on. At that stage we were only 1.7 km away from the heart. So the pygmies started to turn around the expedition was all but over as they thought that we would not make it. Fortunately they turned around and literally dragged us all to the end and we made it. They were the true heroes of this expedition. The irony is they don't even know what a map of Congo looks like let alone the geographical centre point of Africa.

On your expeditions you do great humanitarian work along the way.

We were able to do great malaria work en route to the Great Heart plus we launched a project called Elephant Art, which has now been taken over by the Wildlife Conservation Society and the Congo Conservation Company. Within a year 20,000 kids would've put down their messages as to why we need to protect our elephants.



Left below:
After much negotiation and the hire of a private ferry, the Land Rovers are loaded for the crossing from Kinshasa to Brazzaville

Whilst in Kinshasa we met up with Papa Andre Kadimba, our 'Heart of Africa' host and patron of the expedition's children's Elephant Art Program in the DRC. We spent a whirlwind few days in the city, introducing Elephant Art to the kids at the St Francois College. Papa Kadima's dream is to bring Parc de N'sele, Mobutu Sese Seko's old private park to life by re-introducing game from South Africa.

The appreciation for our Land Rover supported Right to Sight program is so humbling. This was started by my late wife Gill, the campaign distributes reader spectacles to poor sighted rural Africans. This allows them to work normally or read a book. Things we take for granted.

You always have a spare seat somewhere in your convoy of Land Rovers. Why is this?

Someone once asked what is the most important thing to have on expedition. I responded that it's an empty seat so as to travel with locals – local knowledge and local language is invaluable; at times it's saved our lives.

You had a nightmare crossing the Congo River

Imagine the scene, two capital cities either side of a great River. Bustling wild-west Kinshasa, the populous capital of the Democratic Republic of Congo (formally the Belgium Congo, then Zaire) on the south bank and across the Congo River on the north bank, the more laid back Brazzaville, capital of the Republic of Congo, a former French colony.

Both cities are clearly visible to each but no working ferry between the two. Eventually after seven hours of negotiations and a massive dent in our

budget we were finally allowed to cross by way of a 'Special Arrangement' with a private barge owner. The big Defender 130 nearly tipped backwards into the river. By the time we got to the other side immigration was closed and so we slept on the barge. The next day Immigration claimed that the barge papers were incorrect, our visas illegal and our expedition Landies can't get unloaded until we get police clearance. The Swiss might've invented the clock but the Africans own the time. Eventually we are cleared to go and the expedition continued.

Tell us about the 'Kissing of the Tar' ceremony

It's an old expedition tradition, that goes back at least 30 years. Imagine the scene: a bunch of unwashed, very dusty, ragamuffin travellers all pile out of their similarly dirty Landies, to kneel in a line on the road, then generally amidst hysterical laughter, bordering on the insane, they make a great show of repeatedly kissing the tarmac. This 'Kissing of the Tar Ceremony' is only allowed to happen after we've been subjected to the hardships of extremely challenging bad road conditions that have lasted for days. This can mean goat tracks, no tracks, deep rivers, endless tree-to-tree out of the mud winching, desert crossings, boulder hopping, wash away pole bridges, getting hopelessly lost and sometimes the fear of unexploded land mines. During this expedition we did the ceremony in Angola. That's because a supposedly six hour road became a two day nightmare. Some tracks were so bloody deep and the centre bit so high that you could do a 'look mom no hands' stunt on the steering wheel and leave the Landy to follow the track on its own.

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“At one stage my strength was all gone and I just sat under a tree, ready to die. We were only 1.7 km from the heart”

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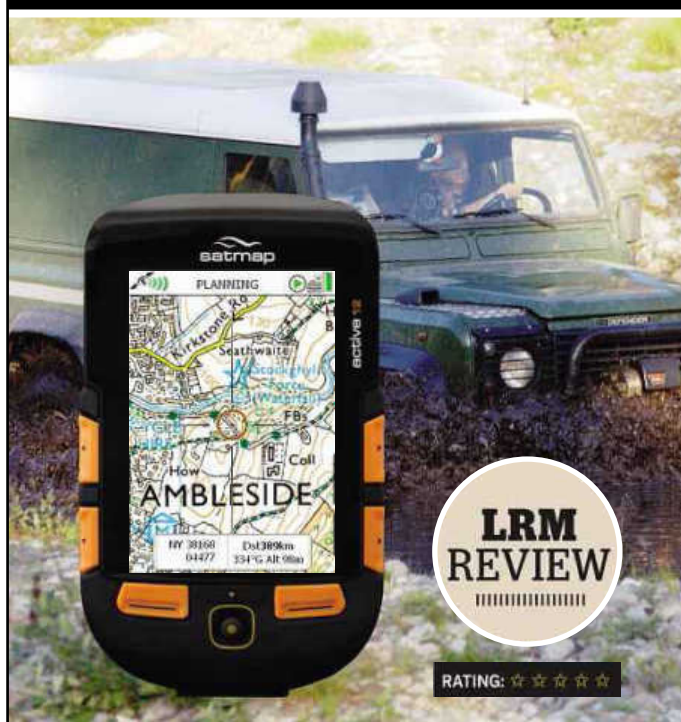
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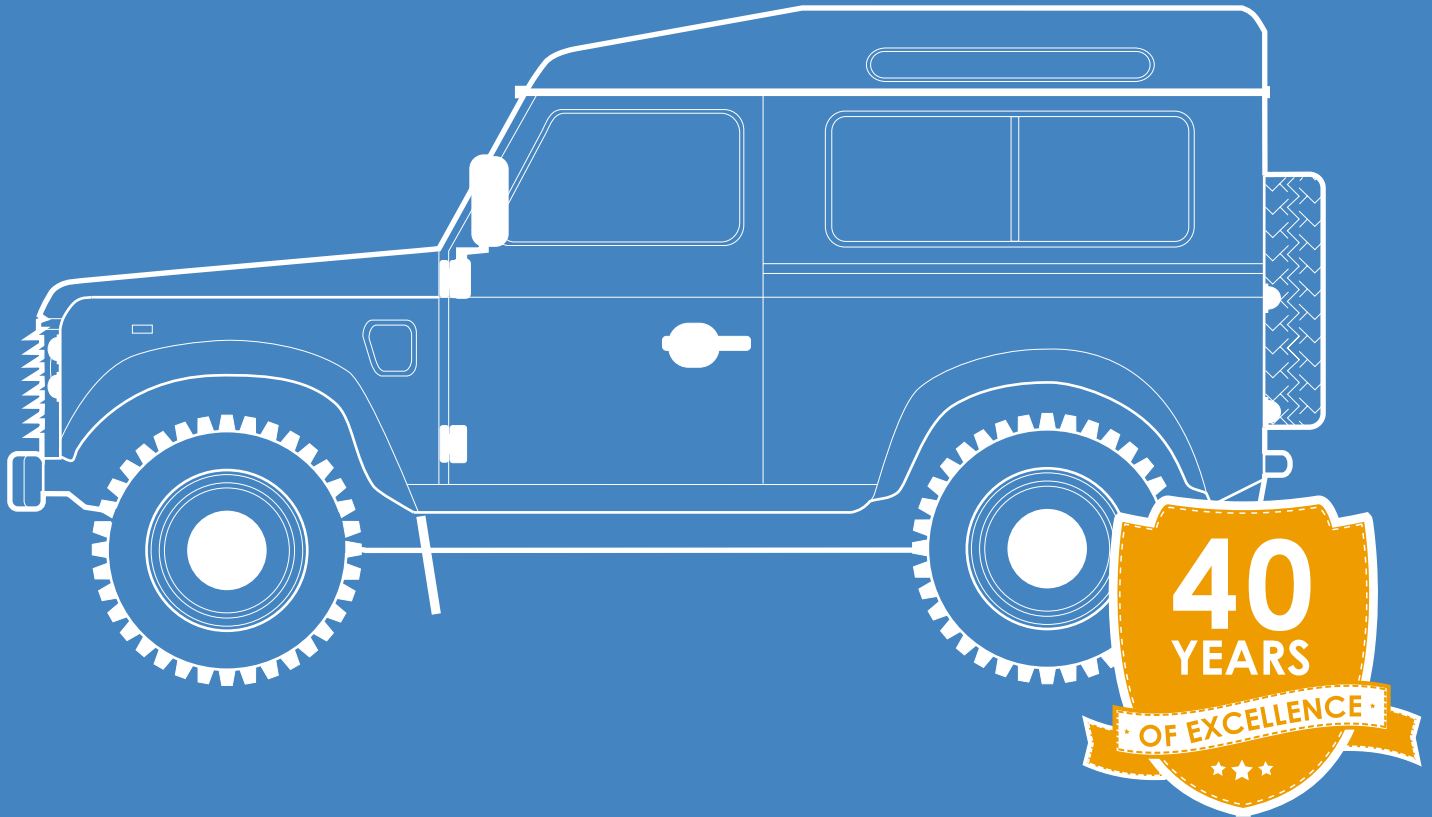
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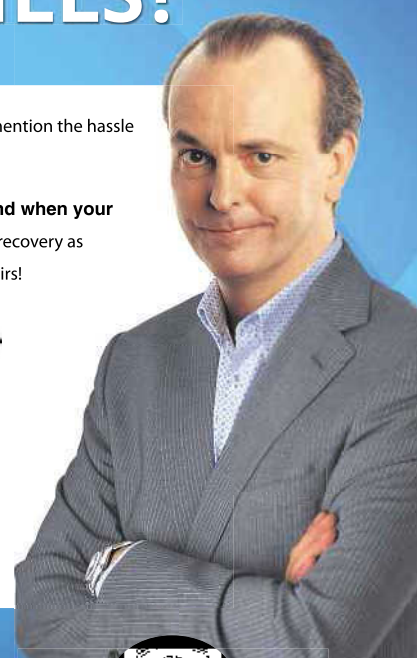
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CWB2000B	2000x650x880	£259.98	£311.98

Machine Mart

NOW 65 SUPERSTORES NATIONWIDE

WHERE QUALITY COSTS LESS

Clarke **WORKBENCH WITH PEGBOARD**

Easy to assemble, providing valuable working space and plenty of additional storage capacity.

Available in Red or Galvanised Finish

- Dimensions (WxDxH) - 1150 x 560 x 1440 mm
- Pegboard back wall with 30 hooks supplied

£59.98 EXC.VAT
£71.98 INC.VAT

CWB-R1

BALL BEARING

Clarke PREMIUM

CHESTS/CABINETS

BALL BEARING ROLLER DRAWERS

Combines premium quality with fiercely competitive pricing & super smooth ball bearing roller drawers

SEE WEBSITE FOR PACKAGE DEALS WITH TOOLS

EXTRA LARGE BOTTOM DRAWERS

MODEL	DESCRIPTION	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
CLB600	6 Dr chest	660x305x365	£78.99	£94.79
CLB900	9 Dr chest	660x305x475	£99.98	£119.98
CLB200	2 Dr step up	672x310x195	£49.98	£59.98
CLB1005	5 Dr cabinet	685x465x795	£169.98	£203.98
CLB1007	7 Dr cabinet	685x465x955	£199.98	£239.98

MECHANICS/PROFESSIONAL TOOL CHESTS/CABINETS

Clarke • Superb quality & value for automotive workshops

NOW INCLUDES BALL BEARING ROLLER DRAWERS

FULL EXTENSION ROLLER RUNNERS FOR SMOOTH OPENING ACTION

MODEL	DESCRIPTION	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
MECHANICS RANGE				
CTC600B	6 Dr chest	600x260x340	£52.99	£63.59
CTC900B	9 Dr chest	610x255x380	£64.99	£77.99
CTC500B	5 Dr cabinet	675x335x770	£119.98	£143.98
CTC800B	8 Dr chest/cab set	610x330x1070	£104.99	£125.99
CTC700B	7 Dr cabinet	610x330x875	£124.98	£149.98
CTC1300B	13 Dr chest/cab	620x330x1320	£149.98	£179.98
PROFESSIONAL RANGE				
CTC103	3 Dr step up chest	672x310x250	£49.98	£59.98
CTC106	6 Dr drop front	662x305x365	£64.99	£77.99
CTC109	9 Dr chest	662x305x421	£74.99	£89.99
CTC105	5 Dr cabinet	685x465x790	£169.98	£203.98
CTC107	7 Dr cabinet	685x465x950	£199.98	£239.98

4 **£64.99** EXC.VAT
£77.99 INC.VAT

3 **£49.98** EXC.VAT
£59.98 INC.VAT

PROTECTIVE TOP MAT

5 **£169.98** EXC.VAT
£203.98 INC.VAT

EXTRA LARGE EXTRA HEAVY DUTY

BALL BEARING ROLLER DRAWERS

RUBBER GRIP SIDE HANDLES

GAS STRUTS Hold lid open

EXTRA DEEP DRAWERS

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

ALSO BLUE / YELLOW / BLACK & GOLD

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT*

1 **£269.98** EXC.VAT
£323.98 INC.VAT

2 **£459.00** EXC.VAT
£550.80 INC.VAT

* Except on CBB231B & CBB230B

HEAVY DUTY & PROFESSIONAL

THE ULTIMATE IN TOOL STORAGE!

- Extra heavy gauge double wall steel construction

MAX. WEIGHT LOADING 500KG EVENLY DISTRIBUTED

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

RUBBER GRIP SIDE HANDLES

EXTRA LARGE DRAWER PULLS

5 **£249.98** EXC.VAT
£299.98 INC.VAT

BLUE **YELLOW** **BLACK & GOLD**

FULL DETAILS - SEE IN-STORE OR VISIT WEBSITE

MODEL	DESCRIPTION	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
CBB206B	6 Dr Chest	710x328x365	£99.98	£119.98
CBB209B	9 Dr Chest	710x315x420	£119.98	£143.98
CBB210B	10 Dr Chest	710x315x475	£139.98	£167.98
CBB203B	3 Dr step up	710x315x250	£69.98	£83.98
CBB215B	5 Dr Cabinet	755x468x815	£199.98	£239.98
CBB212B	3 Dr Cabinet	755x470x810	£169.98	£203.98
CBB217B	7 Dr Cabinet	758x468x975	£249.98	£299.98
CBB213B	3 Dr Cabinet	758x481x975	£199.98	£239.98

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT

MODEL	SIZE	DESCRIPTION	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
CBB306BG	36"	6 Dr Chest	910 x 305 x 47	£169.98	£203.98
CBB229B	41"	21 Dr chest	1045x415x486	£249.98	£299.98
CBB315	36"	5 Dr Cabinet	927 x 416 x 985	£299.98	£359.98
CBB228B	41"	8 Dr cabinet	1126x468x1000	£399.00	£478.80
CBB224B	41"	14 Dr chest	1045x415x486	£269.98	£323.98
CBB226B	41"	16 Dr cabinet	1126x468x1000	£459.00	£550.80
CBB231B	56"	9 Dr chest	1460x615x940	£419.00	£502.80
CBB230B	56"	13 Dr cabinet	1503x622x1011	£649.00	£778.80

EXTRA LARGE DRAWER PULLS

1.5M TALL

Clarke PLUS TOOL CHESTS/CABINETS

LOCKABLE FRONT COVERS STORE NEATLY WITHIN CABINET

BALL BEARING ROLLER DRAWERS

MODEL	DESCRIPTION	DIMS LxWxH mm	EXC.VAT	INC.VAT
CBB209DF	9 Dr chest	710x370x420	£129.98	£155.98
CBB211DF	11 Dr Cabinet	785x490x1075	£299.98	£359.98
CBB309DF	9 Dr chest	975x370x420	£179.98	£215.98
CBB311DF	11 Dr Cabinet	1045x490x1075	£379.00	£454.80

4 **£179.98** EXC.VAT
£215.98 INC.VAT

LARGE 37" CABINET

NEW

Clarke **HEAVY DUTY BOLTLESS SHELVEING**

Boltless, quick and easy assembly (only a mallet is required)

- Tough steel frame
- Adjustable height shelves
- 5 easy wipe clean laminate board shelves
- (W)1220 x (D)460 x (H)1830

CORNER UNIT

ONLY **£79.98** EXC.VAT
£95.98 INC.VAT

BLUE, RED AND SILVER AVAILABLE

ALSO ASSEMBLES AS BENCH

265 KG PER SHELF

WIDE 48" / 1220mm

ROLLED EDGE UPRIGHTS GIVE:

- ✓ EXTRA STRENGTH
- ✓ SMOOTHER FINISH
- ✓ SLEEK LOOK

Clarke **BOLTLESS SHELVEING**

- Simple, fast assembly in minutes using only a hammer

ASSEMBLE AS SHELVEING, BENCH OR CORNER UNIT

FROM **£29.98** EXC.VAT
£35.98 INC.VAT

150 KG PER SHELF (evenly distributed) Strong 9mm fibreboard shelves

350 KG PER SHELF (evenly distributed) Strong 12mm fibreboard shelves

Contents not included (all items)

MODEL SHELF DIMS WxDxH (mm)

Model	WxDxH (mm)	EXC.VAT	INC.VAT
150kg	800x300x1500	£29.98	£35.98
350kg	900x400x1800	£49.98	£59.98

CHOICE OF 5 COLOURS

RED, BLUE, BLACK, SILVER & GALVANISED STEEL

SAVE 10%

WHEN YOU BUY ANY MIX OF 5 FROM THIS RANGE SAVE AT LEAST £17.99 INC.VAT

SEE NEXT PAGE FOR MORE!

Clarke GENERATORS

FROM ONLY **£89.99** EX VAT
£107.99 INC. VAT

MODEL	KVA	HP	EXC. VAT	INC. VAT
FG3005	0.7	1	£89.99	£107.99
G1200	1.1	1.5	£149.99	£179.99
FG2500	2.4	6.5	£189.99	£229.99
FG3005	2.8	7	£239.99	£289.99
FG3050	3	8	£369.00	£442.80
FG4050ES	4.5	11	£479.00	£574.80
FG5100ES	5.5	13	£569.00	£682.80

CHECK FRAME TYPE WHEN ORDERING

Honda engine models available

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Clarke JUMP STARTS

- Integral work light
- Extra long 1m leads + 910 includes air compressor
- Long life battery

FROM ONLY **£52.99** EX VAT
£63.99 INC. VAT

MODEL	START BOOST	PEAK AMPS	EXC. VAT	INC. VAT
900	400A	900A	£52.99	£63.99
910	400A	900A	£59.99	£71.99
4000	700A	1500A	£114.99	£137.99
12/241000A/12V/2000A/12V			£129.99	£155.99
500A/24V 1000A/24V				

TURBO AIR COMPRESSORS

- Superb range ideal for DIY, hobby & semi-professional use
- 8/250

FROM ONLY **£79.99** EX VAT
£95.99 INC. VAT

HUGE CHOICE OF SPRAY GUNS & AIRTOOLS

MODEL	TURBO	CFM	TANK	EXC. VAT	INC. VAT
Tiger 8/250	2HP	7.5	24ltr	£79.99	£95.99
Tiger 7/250	2HP	7.5	24ltr	£89.99	£107.99
Tiger 11/250	2.5HP	9.5	24ltr	£119.99	£143.99
Tiger 8/510	2HP	7.5	50ltr	£129.99	£155.99
Tiger 11/510	2.5HP	9.5	50ltr	£149.99	£179.99
Tiger 16/510	3HP	14.5	50ltr	£219.99	£263.99
Tiger 16/1010	3HP	14.5	100ltr	£269.99	£323.99

Clarke 24V CORDLESS IMPACT WRENCH

- Inc. 17, 19, 21 & 23mm chrome vanadium sockets
- 1 hour fast charger

FROM ONLY **£89.99** EX VAT
£107.99 INC. VAT

MODEL	MAX TORQUE	EXC. VAT	INC. VAT
Cordless CWR1000	450Nm	£59.99	£69.99
Cordless CWR450C	450Nm	£119.99	£143.99

Clarke HEAVY DUTY PETROL POWER WASHERS

- GREAT FOR REMOTE LOCATIONS CAN DRAW OWN WATER
- Honda & Diesel engine models available

FROM ONLY **£179.99** EX VAT
£215.99 INC. VAT

MODEL	PRESSURE	ENGINE	EXC. VAT	INC. VAT
Tiger1800	110/1595	2.6	£199.00	£238.80
Tiger2600	170/2465	4	£259.99	£311.99
Tiger3000	200/2900	6.5	£329.99	£395.99
PLS195	186/2698	6.5	£399.00	£478.80
PLS265	260/3770	13	£699.00	£838.80

Clarke AXLE STANDS

- Ratchet action for quick height adjustment
- Sold in pairs

FROM ONLY **£19.99** EX VAT
£23.99 INC. VAT

MODEL	MAX TONS	MIN/HEIGHT	EXC. VAT	INC. VAT
CAX-31BC	3	300-430mm	£19.99	£23.99
CAX-6TBC	6	400-615mm	£29.99	£35.99

Clarke ENGINE STANDS

- Rotates through 360°
- Fully tested to proof load
- Folds for storage

FROM ONLY **£49.99** EX VAT
£59.99 INC. VAT

MODEL	CAPACITY	EXC. VAT	INC. VAT
CES340	340kg	£49.99	£59.99
CES500A	227kg	£54.99	£65.99
CES450	450kg	£69.99	£83.99
CES750A	340kg	£79.99	£95.99
CES560	560kg	£84.99	£101.99
CES680*	680kg	£119.99	£143.99

Clarke MIG WELDERS

- Quality machines from Britain's leading supplier
- All models featured are fan cooled (except PRO90)
- See online for inc. accessories

FROM ONLY **£179.99** EX VAT
£215.99 INC. VAT

MODEL	MIN-MAX AMPS	EXC. VAT	INC. VAT
PRO90	24-90	£179.99	£215.99
110E	30-100	£214.99	£257.99
135TE Turbo	30-130	£239.99	£287.99
151TE Turbo	30-150	£269.99	£323.99
165TE Turbo	30-155	£339.00	£406.80
175TECM Turbo*	30-170	£399.00	£478.80
205TE Turbo*	30-185	£429.00	£514.80

Clarke QUALITY CAST IRON STOVES

FROM ONLY **£249.00** EX VAT
£298.80 INC. VAT

MODEL	MAX. OUTPUT	EXC. VAT	INC. VAT
6kW	6kW	£89.99	£107.99
6kW	6kW	£107.99	£129.99

FLUES, COWLS & ACCESSORIES AVAILABLE

OVER 20 STYLES AVAILABLE SEE IN-STORE OR ONLINE

Clarke JETSTAR PRESSURE WASHERS

- JET8000 & 9000 include hose reel
- Detergent applicator for extra cleaning power

FROM ONLY **£54.99** EX VAT
£65.99 INC. VAT

MODEL	MOTOR	MAX. PRESSURE	EXC. VAT	INC. VAT
JS1750	1600W	1522psi	£54.99	£65.99
JS1900	2000W	1957psi	£79.99	£95.99
JS18000	2400W	2610psi	£139.99	£167.99
JS19000	2600W	2900psi	£159.99	£191.99

Clarke STRUT SPRING COMPRESSOR

- Foot operated hydraulic powered
- Adjustable for springs up to 350mm dia. & 254mm in length
- Yoke travel: 340mm

FROM ONLY **£199.99** EX VAT
£239.99 INC. VAT

MODEL	MAX. LOAD	EXC. VAT	INC. VAT
SSC1000	1000kg	£199.99	£239.99

Clarke FARM JACKS

- Max Load 2000Kg

FROM ONLY **£45.99** EX VAT
£55.99 INC. VAT

Clarke TURBO FAN GAS HEATERS

- Offering low cost, efficient heating
- PROpane GAS FIRED
- stainless steel
- Dual Volt 110V/230V

FROM ONLY **£64.99** EX VAT
£77.99 INC. VAT

MODEL	MAX OUTPUT KW	EXC. VAT	INC. VAT
Little Devil II	10.3	£64.99	£77.99
Little Devil SSI	10.3	£79.99	£95.99
Devil 650	15	£74.99	£89.99
Devil 660 SS*	15	£109.99	£131.99
Devil 660 SS*	12.4-31	£129.99	£155.99
Devil 660SS*	31	£149.99	£179.99
Devil 1850*	26.9-58	£299.99	£359.99
Devil 3000*	35.8-82	£399.99	£487.99
Devil 4000	70-131	£499.99	£599.99
Devil 3150*	46-100	£469.99	£563.99

Clarke ELECTRIC HEATERS

- Huge range of quality electric models - From DIY, trade to Industrial

FROM ONLY **£39.99** EX VAT
£47.99 INC. VAT

MODEL	VOLTAGE	HEAT OUTPUT KW	EXC. VAT	INC. VAT
CZ-2104	230v	2.5	£39.99	£47.99
DEVIL 6002	230V	0.7-2	£39.99	£47.99
DEVIL 6003	230V	1.5-3	£49.99	£59.99
DEVIL 7003	230V	3	£54.99	£65.99
DEVIL 6005	400V	2.5-5	£74.99	£89.99
DEVIL 7005	400V	5	£79.99	£95.99
DEVIL 6009	400V	4.5-9	£119.00	£142.80
DEVIL 7009	400V	9	£137.99	£165.99
DEVIL 6015	400V	5-10-15	£179.00	£214.80

* was £155.99 inc. VAT * was £227.99 inc. VAT

Clarke BODY REPAIR KITS

- Fast snap connector attachments for quick & easy assembly
- Hydraulic pump, ram & hose with various tubes, pieces & connectors
- Includes metal case
- Fast action pump

FROM ONLY **£79.99** EX VAT
£95.99 INC. VAT

MODEL	CAPACITY	EXC. VAT	INC. VAT
CS10BRK	4 tonne	£79.99	£95.99
CS4BRK	4 tonne	£79.99	£95.99
CS10BRK	10 tonne	£139.99	£167.99
CS10BRK*	10 tonne	£149.99	£179.99

Clarke BATTERY CHARGERS/ENGINE STARTERS

- Ammeter
- Multi-position charge regulator
- Overload protection on charging cycle

FROM ONLY **£47.99** EX VAT
£57.99 INC. VAT

MODEL	MAX AMPS	CHARGE/BOOST	EXC. VAT	INC. VAT
BC100N	15/100		£47.99	£57.99
BC130C	15/120		£61.99	£74.99
BC190	38/180		£89.99	£107.99
BC210C	15/120		£94.99	£113.99
BC410E*	35/400		£119.99	£143.99
BC205N	30/200		£169.99	£203.99
BC520N*	50/510		£179.99	£215.99
BC430N	60/400		£369.00	£442.80

* was £155.99 inc. VAT * was £227.99 inc. VAT

Clarke HEAVY DUTY INSTANT GARAGES/WORKSHOPS

- Ideal for use as a garage/workshop
- Extra tough triple layer weatherproof fabric
- Heavy duty powder coated steel tubing
- Ratchet tight tensioning

FROM ONLY **£219.99** EX VAT
£262.80 INC. VAT

MODEL	SIZE (LxWxH)	EXC. VAT	INC. VAT
CIG1015	4.6 x 3.7 x 2.4M	£219.99	£262.80
CIG1216	4.9 x 3.7 x 2.6M	£259.00	£310.80
CIG1020	6.1 x 3.2 x 2.4M	£269.00	£322.80
CIG1220	6.1 x 3.7 x 2.5M	£299.00	£358.80
CIG1224	7.3 x 3.7 x 2.5M	£379.00	£454.80

Clarke ENGINE CRANES

- Folding and fixed frames available
- Robust, rugged construction
- Overload safety valve
- Fully tested to proof load

FROM ONLY **£149.99** EX VAT
£179.99 INC. VAT

MODEL	DESC.	EXC. VAT	INC. VAT
CFC500F	1/2 ton folding	£149.99	£179.99
CFC100	1 ton folding	£154.99	£185.99
CFC1000LR	1 ton long reach	£199.99	£239.99

Clarke CAR TRANSPORTER LASHING

FROM ONLY **£16.99** EX VAT
£20.99 INC. VAT

Clarke DIESEL/PARAFFIN HEATERS

- Ideal for fast efficient heating
- Extra-long run fuel tanks - up to 53 litres
- Variable heat output with thermostat control

FROM ONLY **£179.99** EX VAT
£215.99 INC. VAT

MODEL	MAX OUTPUT	EXC. VAT	INC. VAT
XR60	14.7kW	£179.99	£215.99
XR80	20.5kW	£229.99	£275.99
XR110	29.3kW	£279.99	£335.99
XR160	46.9kW	£329.99	£395.99
XR210	61.5kW	£369.99	£443.99

Clarke SUPERWINCH

- 24V available

FROM ONLY **£79.99** EX VAT
£95.99 INC. VAT

MODEL	CAPACITY	EXC. VAT	INC. VAT
LT2000	2000kg	£79.99	£95.99
LT3000	3000kg	£139.99	£167.99
S4000	1814kg	£299.99	£359.99

Clarke 3 TONNE JACKS

- QUICK LIFT
- JACKS ALSO IN STOCK UP TO 5 TONNE

FROM ONLY **£44.99** EX VAT
£53.99 INC. VAT

MODEL	TYPE	SADDLE HEIGHT	EXC. VAT	INC. VAT
CTJ3000QL	Quick Lift	195-520	£44.99	£53.99
CTJ300LG	Pro Instant Lift	145-520	£83.99	£100.79
CTJ3000G	Pro Garage	120-520	£84.99	£101.99

Clarke LOG BUSTERS

- The fast easy way for consistent and accurate log splitting
- Manual
- 1.65 HP Petrol driven

FROM ONLY **£109.99** EX VAT
£131.99 INC. VAT

MODEL	LENGTH (mm)	FORCE (Tonnes)	EXC. VAT	INC. VAT
Log Buster 4*	444	10	£109.99	£131.99
Log Buster 7	370	4	£164.99	£197.99
Log Buster 5	520	4	£189.99	£227.99
Log Buster 6	1050	5.5	£365.00	£438.00
Log Buster 8*	510	10	£549.00	£668.80

Clarke ARC ACTIVATED HEADSHIELDS

- Activates instantly when Arc is struck
- Protects to EN3

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Defender 110 Sills (3 door & 5 door available)	Natural £38.00	Black £48.00
Defender 90 Corner Plates	Natural £24.90	Black £28.90
Defender Wing Tops	Natural £42.45	Black £52.45
Defender Wing Tops with Aerial hole	Natural £45.00	Black £55.00
Steering Guards from £99		
Diff guards from £27		

WIPER BLADES, MUDFLAPS, DOOR MIRRORS, HEADLAMP FINISHERS AND MANY MORE ACCESSORIES NOW AVAILABLE



Black set with an Aerial hole £99.50



Steering guard from £99



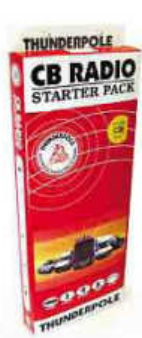
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MEN

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CB Starter Pack
Ref No: STARTERPACK



Orbitor HD
Ref No: 12075



T-800 CB Radio
Ref No: 01T-800



T-800 Din Mount
Ref No: BRACK39510



Gutter Mount
Ref No: 15002



CB Speaker
Ref: 04ESSWNF

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www.originalequipmentshop.com



UPCOMING EVENTS

WHAT'S ON THIS MONTH LAND ROVER DIARY

Dave Barker showcases the best gatherings to attend in your Land Rover

DECEMBER 12

Kielder 4x4 Safari

4x4 safari drive
through the forest
Kielder, Northumberland
www.kielder4x4safari.co.uk

DECEMBER 12

UK Landrover Events

Lake District Tour
Cumbria
www.uklandroverevents.com

DECEMBER 13

All Wheel Drive Club

Off-road Trial, Binegar,
Shepton Mallet
www.allwheeldriveclub.net

DECEMBER 13

All Wheel Drive Club

Trial, Mow Cop, Cheshire
www.allwheeldriveclub.net

DECEMBER 13

Anglian Landrover Club

Tyro Trial & Drive Round
Great Brickhill,
Milton Keynes
www.anglianlrc.co.uk

DECEMBER 13

Chilton Vale LRC

Trial, Great Brickhill,
Milton Keynes
www.cvlrc.co.uk

DECEMBER 13

Lincolnshire LRC

CCV Trial, Welton,
Lincolnshire
www.llrc.co.uk

DECEMBER 13

North Somerset

Land Rover Club

Laning Trip, Dorset
www.nslrc.org

DECEMBER 13

Pennine Land Rover Club

CCV & RTV Trial
Haggate, Lancashire
www.penninelandrover.co.uk

DECEMBER 13

Somerset & Wiltshire LRC

CCV & RTV Trial
Charlton Mackerall, Somerton
www.somersetandwiltshirelrc.co.uk

DECEMBER 13

Woolbridge Motor Club

4x4 Trial, Crossways, Dorset
www.woolbridge.co.uk

DECEMBER 13

David Mitchell's Landcraft 4x4

Snowdonia Adventure Drive
Bala, North Wales
Tel: 07831 258864
www.landcraft4x4.co.uk

DECEMBER 13

John Morgan 4x4 Driving, 4x4

Owners Day, Boxgrove Quarry,
West Sussex
www.4x4driving.co.uk

DECEMBER 13

4x4 Without a Club

4x4 Day, Harbour Hill,
Aldermaston
www.4x4-withoutaclub.co.uk

DECEMBER 13

Devils Pit

Pay & Play Day
Barton-le-Clay, Bedfordshire
www.devilspit.co.uk

DECEMBER 13

UK Landrover Events

Lake District Tour, Cumbria
www.uklandroverevents.com

DECEMBER 13

Newark Autojumble

Newark Showground, Notts
www.newarkautojumble.co.uk

DECEMBER 19

Nottingham Land Rover Club

Club Event, Notts
www.nottslrc.co.uk

DECEMBER 19

Solent and District LRC

Winter Solstice Greenlane Trip
www.sadlrc.co.uk

DECEMBER 20

All Wheel Drive Club

Great Brickhill, Milton Keynes
www.allwheeldriveclub.net

DECEMBER 20

Buchan Off Road Drivers Club

CCV Trial, Lumsden,
Aberdeenshire
www.bordc.co.uk

DECEMBER 20

Wye & Welsh LRC

RTC & CCV Xmas Trial
Caerleon, Newport
www.wwlrc.co.uk

DECEMBER 20

Muddy Bottom 4x4

Pay & Play Day
Minstead Manor Estate,
near Lyndhurst
Hampshire
www.muddybottom4x4.com

DECEMBER 24

UK Landrover Events

Xmas Eve Tour
North Yorks Moors
www.uklandroverevents.com

DECEMBER 26

Solent & District LRC

Boxing Day Treasure Hunt
www.sadlrc.co.uk

DECEMBER 26

4x4 Without a Club

4x4 Day Albert Memorial Event
Harbour Hill, Aldermaston
www.4x4-withoutaclub.co.uk

DECEMBER 26

UK Landrover Events

Tynedale Boxing Day Tour
www.uklandroverevents.com

DECEMBER 26

Durham Autojumble

Littleburn, Durham
www.dontbinitellit.com

DECEMBER 26

Lincoln Autojumble

Former RAF Base,
Hemswell, Lincs
www.lincolnautojumble.com

DECEMBER 26 - JAN 2

Spain - Feliz Aiiio Nuevo



4X4 FOREST SAFARI DECEMBER 12

Based in Northumberland Kielder 4x4 Safari events exist to raise money for the Northumberland National Park Mountain Rescue Team. The Kielder 4x4 Safari is an off-road adventure driving the tracks and trails in the heart of the Kielder and Wark Forests and their last event of 2015 takes place on December 12. The routes vary depending on weather and forest harvesting and all vehicles taking part must be roadworthy and road legal. The cost is £60 per vehicle and includes a cooked breakfast for the driver. For further information check the website, along with more details you will find an online booking form and future dates.

Web: www.kielder4x4safari.co.uk

Spain, Andalusia
www.alain-wd.com

DECEMBER 27

Anglian Rover Owners Club
RTV & CCV Trial
Roundhill Wood, Tring
www.arocoffroad.co.uk/

DECEMBER 27

Breckland Land Rover Club
Greenlaning
www.brecklandlrc.com

DECEMBER 27

Cheshire Land Rover Club
Greelane Xmas Special
<https://cheshirelandroverclub.wordpress.com>

DECEMBER 27

Essex Land Rover Club
Xmas Pud Shakedown Trial
Thurrock, Essex
www.elrc.info

DECEMBER 27

Shire Land Rover Club
Play Day, Mannington, Dorset
www.shirelrc.com

DECEMBER 27

Somerset & Wiltshire LRC
Timed Trial & Tyro Trial
www.somersetandwiltshirelrc.co.uk

DECEMBER 27

Suffolk Land Rover Club
Mince Pie Driving Day
Newbourne, Suffolk
www.slroc.uk.com

DECEMBER 27

Thames Valley 4x4 Club
Pay & Play Day
Broxhead, Borden
www.tv4x4.co.uk

DECEMBER 27

Bures Pit Enterprises
Pay & Play Day
Bures, North Essex
www.bures-pit.co.uk

DECEMBER 27

David Mitchell's Landcraft 4x4
Snowdonia Adventure Plus Drive
Bala, North Wales
Tel: 07831 258864.
www.landcraft4x4.co.uk

DECEMBER 27

John Morgan 4x4 Driving
4x4 Owners Day
Slindon Safari, West Sussex
www.4x4driving.co.uk

DECEMBER 27

Kirton Off-Road Centre
Pay & Play Day
Kirton, Lincolnshire
www.korc.co.uk/index.php/events

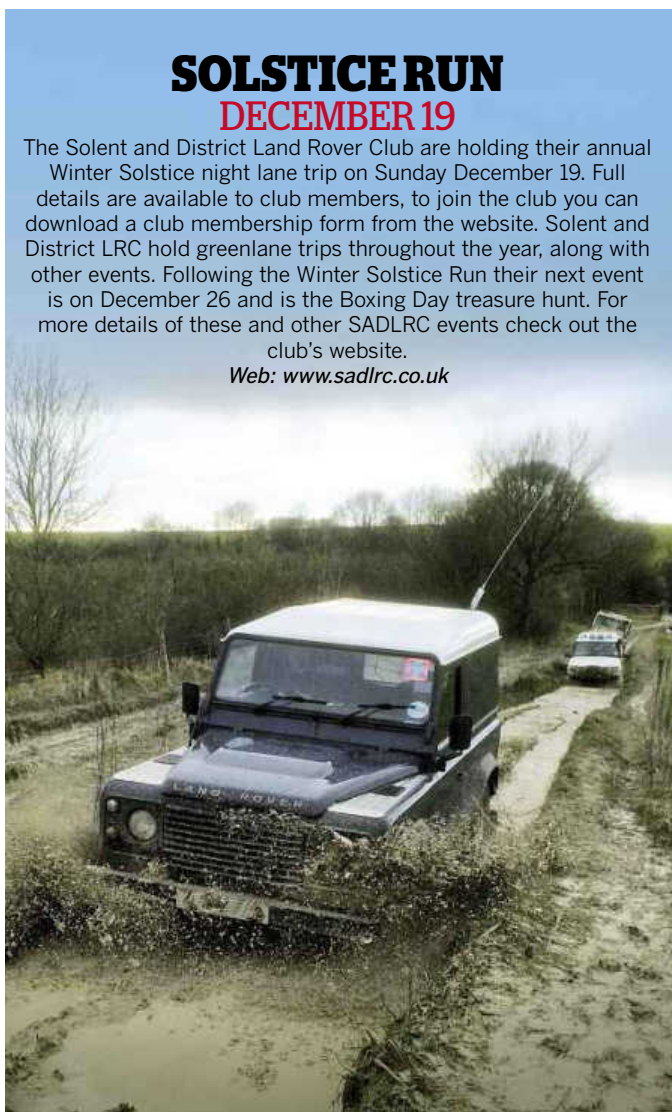
DECEMBER 27

Muddy Bottom 4x4
Pay & Play Day
Minstead Manor Estate,
near Lyndhurst
Hampshire
www.muddybottom4x4.com

SOLSTICE RUN **DECEMBER 19**

The Solent and District Land Rover Club are holding their annual Winter Solstice night lane trip on Sunday December 19. Full details are available to club members, to join the club you can download a club membership form from the website. Solent and District LRC hold greenlane trips throughout the year, along with other events. Following the Winter Solstice Run their next event is on December 26 and is the Boxing Day treasure hunt. For more details of these and other SADLRC events check out the club's website.

Web: www.sadlrc.co.uk



XMAS EVE TOUR **DECEMBER 24**

UK Landrover Events are running a weekday tour of the North Yorkshire Moors on Thursday December 24. The route of the tour will all be within the boundaries of the North Yorkshire Moors National Park. You will drive round the Cleveland Hills and Eskdale areas in a circular route before taking in a remote moorland inn at lunchtime. Terrain will be varied and weather permitting it will include a river crossing or two. UK Land Rover events are also running a tour of Tynedale on Boxing Day. Full details of these and other events throughout the year and costs can be found on the company's website.

Web: www.uklandroverevents.com



DECEMBER 27

Protrax Adventure
Driving Day, Yarwell Quarry,
Peterborough
www.protraxoverlandadventures.co.uk

DECEMBER 27

Huddersfield Autojumble
Huddersfield, West Yorkshire
www.phoenixfairs.jimbo.com

DECEMBER 27-28

Ireland - Munster 4x4
Xmas Safari
Ballyhouras, Co Limerick
www.munster4x4.com

DECEMBER 27-28

Tracks Overland Tours
Wales Greenlane weekend
Llangollen, North Wales
www.tracksoverland.com

DECEMBER 27- JAN 10

North Africa - Sahara Desert Challenge
4x4 Off-road Adventure
Portugal, Morocco, Mauritania,
Senegal
www.saharadesertchallenge.com

DECEMBER 28-30

Blue Light Offroad Club
Pay & Play Days
Bovington, Dorset
www.bluelightoffroadclub.co.uk

DECEMBER 28-31

Lanes, Tracks and Trial
Four-day Greenlane Tour
Devon and Cornwall
www.lanetracksandtrails.co.uk

DECEMBER 28- JAN 2

Midland Rover owners Club
Caravan & Camping
New Years Rally
www.mroc.co.uk

DECEMBER 29-30

Protrax Adventure
Wiltshire Safari Weekend
Devizes
www.protraxoverlandadventures.co.uk

DECEMBER 29- JAN 11

North Africa - 6th edition Rally
Africa Eco Race
Morocco - Senegal
www.africarace.com

JANUARY 1

Breckland Land Rover Club
Greenlaning
www.brecklandlrc.com

JANUARY 1

Brooklands New Years Day gathering
Classic Cars & Motorcycles
Brooklands Museum, Surrey
www.brooklandmuseum.com

JANUARY 2-3

New Zealand - Land Rover
Owners of Auckland,
Woodhill Run, Woodhill 4WD
Park, Auckland
www.lroca.org.nz



ADVENTURE TOUR JANUARY 9-10

4x4 Adventure Tours are running an adventure tour of Exe Valley & Dartmoor over the weekend of January 9 - 10. Run by a self-confessed Land Rover enthusiast, 4x4 Adventure Tours provide real adventure with guided tours throughout Wales and the South West of England and this tour will take in various routes in and around the Exe Valley and Dartmoor. For more details of this and other adventure tours, check the website.

Web: www.4x4adventuretours.co.uk



LAND ROVER AUTOJUMBLE AND 4X4 SPARES DAY JANUARY 10

The Malvern 4x4 Spares Day and Land Rover Autojumble taking place in Sunday January 10 at the popular Three Counties Showground near Malvern in Worcestershire has become a firm fixture in the events calendar and has become the first autojumble and meet of the year for many Land Rover enthusiasts. With the weather being unpredictable in early January the event features outdoor stands on hard standings along with many more indoor stands which all help to make the event as weatherproof as possible. For further details, opening times and entry cost, and to download the seller booking forms see the organisers' website.

Web: www.4x4sparesday.co.uk

JANUARY 3

Solent & District LRC

Ice Run Greenlanes

www.sadlrc.co.uk

JANUARY 3

LR Series 2 Club

New Forest & Solent Area

New Year Greenlane Run

Tidworth, Wiltshire

www.series2club.co.uk

JANUARY 3

Wye & Welsh LRC

Who Dares Wins, RTV & CCV,

Taffs Wells, Cardiff

www.wwlrc.co.uk

JANUARY 3

Whitewebbs Museum

Autojumble

Enfield, Middlesex

www.whitewebbsmuseum.co.uk

JANUARY 3-16

Argentina & Bolivia - Dakar

Buenos Aires, Salta and Rosario

www.dakar.com

JANUARY 3-16

South America - Adventure

Tours, Dakar Tour, Argentina

www.peruadventuretours.com

JANUARY 3-16

South America - Argentina

Dakar Rally Tour 2016

Argentina

www.rallytours.co.nz

JANUARY 9-10

North East Rover Owners Club

CCV & RTV Trial

www.nero.org.uk

JANUARY 9-10

4x4 Adventure Tours

Adventure Tour

Exe Valley & Dartmoor

www.4x4adventuretours.co.uk

JANUARY 10

The Malvern 4x4

Spares & Autojumble Day

Three Counties Showground,

Malvern, Worcestershire

www.4x4sparesday.co.uk

JANUARY 10

David Mitchell's Landcraft 4x4

Snowdonia Adventure Drive

Bala, North Wales

Tel: 07831 258864.

www.landcraft4x4.co.uk

JANUARY 14-17

Autosport International

The Racing Car Show

NEC Birmingham

www.autosportinternational.com

JANUARY 16-17

New Zealand - King Country

4WD Club,

Ongarue School Family 4WD

Safari, Ongarue, Mangatupoto

www.kc4wd.co.nz

JANUARY 16

Solent & District LRC

Green Lane Run

www.sadlrc.co.uk

JANUARY 17-26

Romania - Raid Les

Nelges de Transylvanie

Transylvania

www.baroud-land.com

JANUARY 17

Woolbridge Motor Club

4x4 Trial, Crossways, Dorest

www.woolbridge.co.uk

JANUARY 17

The Autojumble (Midlands)

The Ricoh Arena, Coventry

www.theautojumble.co.uk

JANUARY 17

UK Landrover Events

Peak District Tour, Derbyshire

www.uklandroverevents.com

JANUARY 22-23

USA - Winter 4x4 Jamboree

St George, South Utah

www.winter4x4jamboree.com

JANUARY 23-23

Adventure Travel Show

Olympia, London

www.adventureshow.com

JANUARY 24-29

Morocco - M'Hamid Express

[http://mhamidexpress.over-](http://mhamidexpress.over-blog.com)

[blog.com](http://mhamidexpress.over-blog.com)

JANUARY 24

Solent & District LRC

Playday, Steep Marsh,

Hampshire

www.sadlrc.co.uk

JANUARY 25-FEB 7

North Africa - Intercontinental

Rally

Rally Raid, Morocco, Mauritania,

Senegal

www.intercontinentalrally.com

JANUARY 30-31

Midland Offroad Club

Nightmare Challenge and the

Blast Challenge events

Weekly Wood, Kettering

www.midlandoffroadclub.co.uk

JANUARY 31

Breckland Land Rover Club

Greenlaning

www.brecklandlrc.com

JANUARY 31

Cornwall & Devon LRC

RTV Trial

www.cdllrc.com

JANUARY 31

UK Landrover Events

Lincoln & Belvoir Tour

Lincolnshire

www.uklandroverevents.com

JANUARY 31

Newark Car & Motorcycle

Autojumble

Newark Showground, Notts

www.newarkautojumble.co.uk

JANUARY 31

Militaria 2016

Military Collectors Exhibition

Stoneleigh Park, Coventry

www.militariashows.com

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CLUB OF THE MONTH

XXXXXXXXXXXXXXXXXXXX





THE NORTHWEST CHALLENGE

An American competition where surprise
and fun are the name of the game...

Story and pictures: Nicholas Bratton

“The organisers keep the nature of the event secret until it begins”



Hard right, hard right! Stop! Okay, come forward!” Holding my breath, I squeezed around a tight turn between trees on a loose descent, eyes glued to my navigator, Andy, as he marshaled me through a technical stretch of trail. As we squeaked through narrow gaps in the dense forest I kept replaying the Northwest Challenge organiser’s words in my head: “Nick, you shouldn’t see anything too extreme. I have been trying to make it more of a non-damaging event. See you there.” If this was the easy version, I wondered, what would the extreme variation entail?

The Northwest Challenge is an annual three-day competition with a venue that rotates each year between Oregon, Washington, and British Columbia. The Pacific Coast Rover Club hosts the event on the American side of the border. For this year’s running 13 teams gathered in the Coast Range mountains of Oregon. Part Dakar rally, part Camel Trophy, and part geocaching, the Challenge tests a diverse array of skills in a wilderness environment. Competitors arrived at the riverside rendezvous on an early autumn Friday evening driving a colorful array of vehicles, from a Series II and Defenders to Discoverys and a standard P38 Range Rover.

Part of the challenge of the Challenge is that the organisers keep the nature of the event



secret until it begins and teams have to figure out the objectives as the competition unfolds. Ryan Ribary, whose first entry was in 2014, had returned with renewed enthusiasm. “I love the element of surprise,” he said. “How do you prepare for tasks that you know nothing about in advance? I love learning new ways to drive. There is no substitute for practical experience and this event is so much fun.”

The first task historically is at night and this year’s was enshrouded by a thick layer of fog and rain, reducing both visibility and traction on the trails. The goal was to navigate a loosely-described, 50km course, finding hidden markers along the way. The prize? Reaching a camp hidden in the mountains that would be the base of operations for the



Below and right
From winching a disabled vehicle to cutting through a dead log, activities are diverse

remainder of the weekend. Pulling in at 11.30pm after four hours on the trail my navigator and I received a warm welcome from Doug Shipman, the event organiser.

Doug is a fixture of the Rover community in the Northwest, co-founding the Pacific Coast Rover Club in 1988 and running an independent garage in Portland, Oregon. In designing the events he draws inspiration from his experience with enduro motorbikes. Saturday's activities included following a rally-style tulip chart on a 65km route through the mountain range with surprise tasks encountered along the way.

Along with our partners for the day (father and son team of Dean and Alan Minner in a Range Rover Classic), Andy and I ventured forth into the forested mountains and soon reached the first task. We had to winch a disabled vehicle over a mound of gravel using an indirect pull off a tree. This took some careful preparation to set up, but with the proper equipment all went smoothly.

Navigating the maze of trails and forest access roads kept us on our toes, but we found the second task without diversions. A large, rocky open area with steep climbs was the setting for the precision driving challenge. Each vehicle had to choose the best route between three points at which a tennis ball was balanced on a tee. One team member had to

pluck the ball from the tee, then the other team member had to replace each ball while connecting the points in the opposite direction. Engines roared as drivers charged up the climbs and more than one wheel came off the ground as teams raced around the course.

A long stretch of challenging trails and complex routefinding took us to the final tasks of the day. At one of them each team had to cut through a dead log with whatever tools they had in their vehicles. Doug had saved the hardest task for last: the instantly infamous Reverse Hill. On a slick and boulder-strewn surface, drivers backed their Rovers up a hill between tightly clustered trees. No vehicle reached the top unscathed.

Back at camp teams compared their damage: a snapped propshaft here, a broken window there, dents galore, and smiles on every face. As the glow of the evening sun warmed the velvety evergreen slopes across the valley, competitors rekindled old friendships and sparked new ones. Even the novice team of Joseph and Breanna Grigsby was excited about the day. Having only been introduced to the world of Land Rovers the previous year at a motor show, they immediately bought a P38 and were thrilled to be part of the Challenge. On the other end of the spectrum, seasoned veteran Gord'n Perrot from Seattle has competed no

fewer than 20 times, always welcome with his high energy and big laugh.

Other club members prefer volunteering for the event to the heat of competition. Wayne Phelps and his wife, Cathy, enjoy creating tasks for the event, particularly those involving navigation with low-tech tools. "Even in this day of smartphones and GPS, you still need to know how to find your way with a map and compass," Wayne observes. Generous contributions from folks like these make the Challenge fun, fair, and educational. That night the teams gathered in camp to share Rover-themed poetry that they had composed for bonus points. The lyrical expressions of love for their Landies, along with some clever puns and bawdy humor, elicited roars of laughter.

Sunday brought a showdown for the top four teams. The final tasks were a technical hill climb that drivers had to ascend in reverse under direction from their navigators; and a race to build a log bridge across an imaginary ravine. With the sun now warming the crisp mountain air the club regrouped at camp to crown the victor and award prizes. Nobody left empty handed and everyone was already looking ahead to the 2016 Northwest Challenge in British Columbia.

Hope to see you there!

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IN HIBERNATION

Alisdair tucks up his Range Rover for the winter

I don't often write for Writer's Rovers, but thought you were due a final sign-off for the year. You see, as I write this, my Range Rover is tucked up in the garage. Yes, still exactly where it has been most of the year.

Until now, it is in the garage because it is waiting for me to be free to use it. The change now is that I've cancelled the road fund licence, declared the Statutory Off Road Notice (SORN) and laid it up for winter. As I said previously, when the power of the sun fades, the frosts start and the gritter trucks appear, I tuck the car away. Having spent so long slowly making it tip-top, I don't see the point in caking the underside with corrosion-inducing salt by driving it through winter.

That said, the car has seen use. You may remember I opened my first column this year by looking forward to my motoring year with the car and planning where I was going to go with it. Once the comprehensive MoT issue(s) were sorted, after that brilliant month with James Holmes in his workshop, I ticked my first event off: The Land Rover Show at the Heritage Motor Centre, Gaydon, which



Alisdair captures a meteor shower whilst on holiday in the Lakes

was newly restarted for 2015.

Though I'd intended to take my car to the Gaydon show, I didn't put much thought into it. I imagined just turning up and parking it in the general Land Rover areas down by the museum. So, imagine my surprise when I had an email out of the blue the day before the show from Chris Elliott of the Range Rover Register (RRR), asking if I'd like to put my car on the RRR display there. I didn't need asking twice, so on the Sunday morning, in drizzling rain, the family jumped into the Classic and enjoyed the show.

I have to say the show was quiet compared to days gone by. Chris Elliott tried to get as many pre-production VELAR Range Rovers together to celebrate the Range Rover's 45th. On arrival we were guided into the display opposite the long line of VELARs, with more steadily appearing. In front of my car was YVB 162H, the first VELAR I drove on one of my very first magazine photoshoots, and next to that, Geof Miller's YVB 163H, the first one I ever went in, in 1999. Ever since then, I'd wanted my own Classic.

I'd not been out on an event with the RRR before, but needn't have worried; we were made very welcome, and were even

**TREVOR CUTHBERT**

Trevor goes old school with white wheels and roof

**DAVE PHILLIPS**

Dave builds his first V8, a model V8, that is! And enjoys it

**PATRICK CRUYWAGEN**

A slow puncture inevitably turns into a blowout. Oh dear...

**THOM WESTCOTT**

Drifting 4x4s... Only in Libya! Thom lives on the wild side

chased down to make sure we took our car into the arena for display – where Richard Beddall commentating and recognised it as an ex-factory car.

Next on the list was the family holiday to the Lake District. With all the recent welding and other fettling for the MoT, I was confident there'd be no problems on the trip as the car was better than ever. That confidence was tested about three hours from home, when we'd still only reached Stoke, and had been crawling for an hour and a half on the M6. I'm always carefully monitoring the temperature gauge, which returns my faith by never, ever moving above normal. Until, that is, queuing on the M6 in 26 degree heat for 90 minutes, whereby it slightly started to rise. Then a little higher, and higher still.

On it reaching the halfway mark, I'd grown concerned enough to started to form an emergency plan; scouting how to get across the three lanes to the hard shoulder, and what to do then. On my own I'd not worry too much, but with our family including a five-year-old, a one-year-old and a dog, breaking down would only be the start of my problems. Mercifully, I am one of the luckiest chaps in the world; the traffic began to move again and immediately, the temperature gauge shot downwards back to normal, matched by my heart rate.

I was spooked a little by the incident, but throughout the holiday the car was

**ALISDAIR CUSICK**
CONTRIBUTOR**RANGE ROVER**

YEAR: 1995 MILEAGE: 91200
ENGINE: 3.9 V8 POWER: 185 bhp
TORQUE: 232 lb-ft MPG: 22

faultless, charging up the steepest of Lake District roads without the temperature gauge budging from its rock-solid standard point. I put the M6 problem down to the fact we weren't moving fast enough in the queue to effect any air flow into the radiator, combined with the higher ambient temperature and air con running.

The car thrived on being used every day and worked for the week. The character of the Lakes roads meant we barely got into fourth gear, so fuel consumption was a little wince-inducing when I worked it out to be a hair past 16 miles to the gallon.

Because it is a treat to get it out and drive it, every facet of using it becomes something to enjoy. The sound of the starter motor and engine catching; the

viscous fan running on first start up; the smell of the leather, and heat radiating from the engine after a day's use. More than once the car turned heads through Ambleside town centre, as the sumptuous V8 note echoed off the narrow buildings.

Otherwise, we got the car out for a few family picnics, and tootled about after a hectic week's work. A leisurely waft about on local empty roads is the perfect antidote to rushing around in the week.

So, that was my motoring with my Classic for this year. The headline of the MoT fail – two days before the car was 20 years old to the day – forced a change of my initial plan, but you know what? Owning a car for the long term forces you to a whole gamut of tasks and emotions.

The highest joys from those unforgettable trips in it to the moments of deepest despair from the fault you can't fix. This is the car I've brought children home from hospital in for the first time, then later taken the family on holiday in. Yes, 2015 forced me to spend a length of my time under the car to get it through a far from typical MoT, but who cares. The only reason the car is in the condition it is, is because I've spent time working on it.

Here's to next year, when I'm resolved that LRM's Dave, Pat and Steve will see my car out and being used. See you in the spring!



An MoT failure forced Alisdair to get his Classic in tip-top condition





THE LATEST MODEL

Fair weather mechanic Dave is building his own V8 engine

Outside, the remnants of Hurricane Abigail were howling down my street. There were several jobs needed doing on my Discovery, but the wind and rain didn't make me feel inclined to brave the elements and get on with them. And I didn't feel like going fishing, either. Time to find something to do indoors.

Actually, it was a great excuse to embark on a new project – namely, to build a V8 engine. From scratch. I reckon I could do it in.... mmm, let me think.... three hours? No, make that four hours (to give me time to take a few photographs along the way).

I decided to do it on the dining room table, so I laid out the parts – all 250 of them – and assembled my tools: a small cross-head screwdriver and a scalpel. I was ready to go.

I'm talking, of course, about the Haynes Build Your Own V8 Engine model kit. It comes from those famed publishers of easy-to-follow owners' manuals, so it was no surprise to find that it came with a very detailed manual explaining not only how to build it, step-by-step, but also the history of the V8 engine and how it works.

The first job was to build up the crankshaft, complete with pistons, connecting rods and gudgeon pins. Soon



DAVE PHILLIPS
EDITOR

DISCOVERY 1

YEAR: 1996 **MILEAGE:** 145,000
ENGINE: 300Tdi **POWER:** 68 bhp
TORQUE 113 lb-ft **MPG:** 30

NINETY

YEAR: 1984 **MILEAGE:** 163,000
ENGINE: 2.5 diesel **POWER:** 111 bhp
TORQUE 195 lb-ft **MPG:** 25

it was nestling in the crankcase (which I'd fitted to the sump) and I was inserting the eight pistons into the two blocks (the fiddliest bit of all).

The scalpel came in useful, trimming off the excess plastic where the individual parts were removed from the sprue (the skeleton-like plastic structure from the moulding process). Unlike most models, there was no glue involved, just a myriad of tiny crosshead screws.

I had the camera and flash on a tripod, as I'd planned to photograph every step along the way, but soon I was too engrossed to bother. You really do have to concentrate on the job in hand – after all, one tiny plastic tappet the wrong way round would mess up the whole job.

This is, after all, a working engine, complete with sound effects and illuminating spark plugs. That means you have to wire in said 'plugs' (actually tiny grain-of-sand red LEDs) and set the timing via the two distributors. I surprised myself by getting it right first time.

In all it did indeed take four hours, but it was terrific fun – and a great way of spending a rainy Saturday morning.

The kit costs just under £40 and is worth every penny. After all, you get a great working model to put in pride of place, even if the sound effects – the roar of a revved V8 engine – are likely to drive the rest of the household mad.

If you're looking for the ideal Christmas or birthday present for the Land Rover fan, look no further.

COOL BREEZE

When the weather did clear up, I had a couple of jobs to fix on the Discovery – one jammed door and one stuck window, to be exact. The next day dawned sunny, so I got out there.



First I turned my attention to the rear door. The handle had seized solid, so I reckoned it needed lubricating. To get to the mechanism, you remove the green oval Land Rover badge by prising it off with a small screwdriver.

I could see the metal gubbins within were rustier than a Disco 2 chassis, so I gave them a liberal soaking in penetrating oil (I used Tetrosyl Double TT Maintenance Spray – which is cheaper than WD40 and does the same job).

While that was soaking in, I turned my attention to the rear offside window, which still held the (now obsolete) Mantec window security grille and allows great ventilation in the warmer months. But it's cold now and I want it out. Unfortunately, the window is stuck and can't be shifted, by the two switches (on the central console and the door itself). It looks like an electrical fault that I will have to have sorted next time I see my mechanic mate Nigel Hammond.

Luckily I had better luck with the rear door. After 20 minutes or so, the penetrating oil had done its job and the rear door latch worked perfectly. That's the great thing about mechanical mechanisms. Give me oily, metal bits any day. Fixing the electrics on a model V8 is fun, the real electrics on a Discovery 1 are beyond me, I'm afraid.

If only modern cars had proper manual wind-up windows we'd all enjoy simpler, less frustrating lives. Meanwhile I'm getting an unwanted cool draught.

UNDER PRESSURE

Meanwhile, the sun was still shining so I got the chance to try out my latest toy – a compact pressure washer. Fed up with carting my ridiculously big and heavy Clarke washer around, I decided to invest in something much smaller and lighter.

I found the Nilfisk Compact 110 on Amazon for a bargain £59.99 (reduced from £129.99). It boasted a 1400W electric motor, 110 bar pressure, delivering 440 litres of water a minute. It also had a metal motor and a host of accessories but, more importantly, it was just over 20 inches tall and weighed in at just 7 kilos. It was a no-brainer.

Despite its diminutive size, it performed as well as one much bigger, blasting away the caked mud from under the wheel arches and along the sills of the Discovery – the prime causes of rust of these vehicles.

Let's face it, it can be a right old rigmarole getting a bulky and heavy pressure washer out the shed. This one is so compact I can keep it in the porch so I'll be more inclined to use it more often in the future. Everyone's a winner.

LRM'S FLEET

Every month, *LRM* staff and contributors share their real-life experiences with the Land Rovers they own...



DAVE PHILLIPS
EDITOR

1996 Discovery 300Tdi
1984 Ninety NA diesel



PATRICK CRUYWAGEN
DEPUTY EDITOR

2001 Discovery 2 Td5



ED EVANS

TECHNICAL EDITOR

1976 Series III 88 soft top
2000 Freelander 1 L-series
2000 Defender 110 Td5
2006 Range Rover Sport TDV6



THOM WESTCOTT
CONTRIBUTOR

1977 Series III Lightweight



ROGER HICKS
JOURNALIST

1972 Series III



TYRE TROUBLES

A full service and a new set of tyres

Since purchasing my Discovery, one of the back tyres has had an irritating, slow puncture. Every week or so I would just top it up with air, but I recently decided to do something about it and took it to a local tyre shop.

While they fixed the puncture I took my soon Isaac for a walk along the river in Bedford. While running after some birds on the rough track, he took a tumble and did a rather impressive face plant. There was blood everywhere as his teeth had made a nice deep hole in his tongue. I picked him up and ran back to the tyre shop so that I could drive him to A&E.

"The puncture cannot be repaired and we do not have a replacement tyre," was the last thing they shouted to me as I sped away to the hospital. The slow puncture would have to wait. Unlike a slow puncture there is nothing really you can do for a tongue injury, so after seeing a nurse and a doctor we were sent on our merry way. For some reason stitches are not an option when it comes to tongue injuries. Calpol is a wonderful thing though and so I gave Isaac some as per the instructions. Soon he was as happy as a Camel Trophy winner. I bet Calpol could fix oil leaks in a Land Rover.

A few days later while doing about 60mph on the motorway I had a blowout, yes it was the tyre with the slow puncture. I had checked it before setting off and actually inflated it to the same pressure as all the other tyres. As I put the spare on I decided that the time had come to invest in a whole new set of tyres as no

two tyres on my Discovery were the same make or brand.

During the summer I attended the Landrauvergne show in France; here they launched the new BF Goodrich All Terrain T/A K02 tyre. This tyre is great for serious off-roading but not for me. At the time they told us about the imminent arrival of their Urban Terrain T/A tyre with its suitability for a 90 per cent on-road and 10 per cent off-road application. This was more like the tyre for me.

The Urban Terrain T/A tyre has wide longitudinal grooves, this helps eliminate water, which is a good thing as the first proper cold snap and winter rains have just arrived as I type this. I know that some of you reading this might be thinking that I should've gone for something that offers me a little more off-road but the truth is that we spend 90 per cent or more of our time on tar.

So after a quick call to the good people at Michelin a set of the four 235/70R16 106H BF Goodrich Urban Terrain tyres

arrived at the office for a test and review. I could not wait to get them onto the Discovery and so on Saturday morning I went with my mate Matt Grassick to the Toyota dealership where he works. We occupied one of the spare ramps and set about getting the old tyres off. We had told our better halves that we would see them in an hour. Famous last Land Rover words. Three hours later the job was done.

Matt is a bit of a perfectionist and so we had to do little things like use a wire brush to remove the old bead sealer before applying some more of the new thick black stuff. Also, once you start talking and fixing Land Rovers, the seconds, minutes and hours just seem to fly by.

While in Northern Ireland the week before I had left my Discovery in for a service at Rogers of Bedford. They had drawn up a small list of things that would need attention before its next MoT. With the new tyres expertly on, we quickly went thorough those.

The worst was probably the hole in the rear exhaust section. Matt quickly phoned and ordered me a new section. It would arrive at the dealership on Monday. As it was a quick job and Matt lives in the same village as me, he offered to drive my Discovery to work one day and get his mechanics to do the job. I had a new best friend. In exchange I offered him a night of beers and some pub grub. My Discovery was ready to take on the worst of the British winter thanks to Matt and a Toyota workshop.

A full review of my new tyres to follow – and I promise to take them off-road.

PATRICK CRUYWAGEN
DEPUTY EDITOR

DISCOVERY 2 GS

YEAR: 2001 MILEAGE: 120 000
ENGINE: Td5 POWER: 136 bhp
TORQUE: 232 lb-ft MPG: 28



LRM'S FLEET

Every month, *LRM* staff and contributors share their real-life experiences with the Land Rovers they own...



STEVE MILLER
ADVERTISING EXECUTIVE
1983 One Ten V8
1997 300Tdi Discovery 1
1982 Stage One V8



TREVOR CUTHBERT
CONTRIBUTOR
1957 Series 86"
1960 Series II 88"
1983 One Ten HCPU
1987 130 Double Cab HCPU
1988 Range Rover 4.0L automatic
1990 88" coil sprung V8 hybrid
1992 Defender 90 200 Tdi
1993 Defender 110 Tipper
1993 Defender 130 Cherry Picker
1994 Defender 110 300 Tdi Soft Top
2003 Discovery 2 2.8L TGV automatic
2005 Defender 90 TD5 Hard Top



DAVE BARKER
CONTRIBUTOR
2004 Defender 300Tdi
2013 Freelander 2
1958 Series I



RICHARD THOMAS
CONTRIBUTOR
1955 Series I
2004 Discovery 2



There is little doubt about it – as we get older, our tastes and priorities change. This is true for many aspects in life, but it only recently dawned on me that it applies to my love of Land Rovers, too.

Last year, when I acquired my Defender 90 with its wonderful Td5, I didn't immediately travel my usual route of modifications and customisations with the Land Rover, rather I drove it and enjoyed it as it was – and took my time in deciding what I would do.

When I first saw the 90 it was well-prepared as an off-road machine, with large mud tyres and a competition winch and bumper on the front. The deal was that the previous owner would keep these items – instead I fitted a set of more sedate D2 alloy wheels with good all-terrain tyres and more modest bumper.

I also have a complete 2in lift kit of springs and dampers in the workshop, but was not compelled to get the 90 into the 'shop and change things. I have since been very happy with the look and feel of the Defender, especially after I had the blind spot windows (alpine lights and quarter panel windows) and changed the rattly green roof panel for a good white one.

The lack of aggressive knobbly mud tyres has not been a problem either – my off-road time these days is limited to the occasional run out in my old V8 in Co Donegal. Sadly I don't have the time or as much inclination to be out every month with the Northern Ireland Land Rover Club (NILRC) lately.


I have been doing a fair amount of road work in the Defender 90 – towing road work – clocking up a good few miles. It was also on my mind that there were a lot of miles ahead; two runs to England to collect Land Rover chassis four weeks apart, a couple of trips up to Co Donegal and a mission to collect an unfinished

project south of Dublin for completion on behalf of a customer. This lot would easily total 3,000 miles so I decided to fit standard Land Rover wheel rims with 7.50 x 16 Michelin road tyres.

I used to say that Land Rovers should have white (or limestone) wheels and roof; now my Defender 90 was back to this configuration and looking much more standard, albeit with custom side windows and a superb Patriot roof rack. And I like it! The truck looks like a largely unmolested Land Rover, with its standard wheels and normal suspension and I think it has a classic feel to it.

My good friend Matt (the builder, who I bought the standard wheel and tyres from), also remarked on how he liked the look of the 90 which – coming from a seasoned off-roader, who grew up with me in the mud, driving our lifted and heavily modified Land Rovers – was a surprise. He even warned, "don't even think of fitting the lift kit that you have".

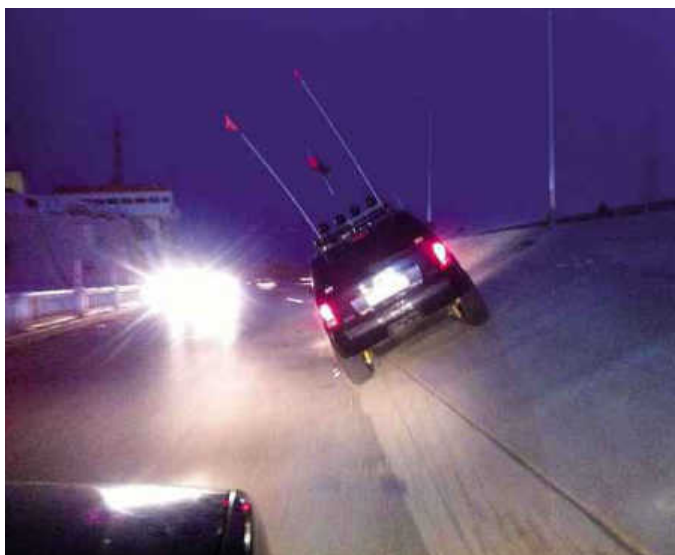
And when you think of it, why interfere with a car that I love the look of and handles perfectly on the road? Let's face it – Land Rover spent many years and many ££s refining the Defender suspension; why mess it up?



TREVOR CUTHBERT
CONTRIBUTOR

DEFENDER 90

YEAR: 2004
MILEAGE: 88,550
POWER: 136 bhp
TORQUE 220 Lb-ft
MPG: 33



CITY DRIVING - LIBYAN STYLE

Thom experiences the delights of the Libyan 4x4 Club in a Discovery

Arriving at an outdoor festival in downtown Tripoli, the first thing I notice is the background roar of meaty engines and a pervasive smell of petrol. While Nuri, one of the organisers, outlines the afternoon's events, including a karate show and a version of Libya's Got Talent, encompassing break-dancing and singing, I keep glancing behind me towards the sound of the engines. "And we also have the Libyan 4x4 Club," he says, following my gaze.

"Are there any Land Rovers?" I ask. "Not yet, but maybe later," Nuri says. "These cars will take a tour of the city later and maybe I can get you a space in one of the cars, if you would like." I assure him that is something I would like very much.

As dusk approaches, Nuri escorts me to a Discovery – having managed to find the only proper Land Rover at the event, although a couple of Range Rovers appear from nowhere as some 20 vehicles line up to start their cruise through Tripoli. Waleed welcomes me aboard and we follow a Jeep, with revolutionary flags blowing ragged in the stifling sandy haze that has obscured the sun all day, out onto the road.

The city tour is executed with typical Libyan enthusiasm for all things motorised and a panache which the western culture of Health and Safety has all but left behind. The 4x4s storm down the corniche, weaving recklessly in and out of traffic, hazard lights blinking. Engines tuned for maximum noise effect, other motorists are warned of our

approach, before we pass, in a cacophony of horns, with men hanging perilously out of windows. The passenger seat of Waleed's Disco is the perfect and safest position from which to view the frivolities.

Jeeps and Toyotas – off-road vehicles normally favoured in Libya – view heavy traffic as a challenge, and a string of them mount the wall steeply curving up from the sea road to the flyover that attempts to solve Tripoli's daily congestion. They zip past us, in a blaze of horns, and with an easy skill that suggests familiarity with the routine. Who said off-roading was not compatible with urban lifestyles?

Waleed has had his Disco for just two months and is full of the joys of new ownership. "I love this vehicle," he says. "I

had a BMW before but with the Land Rover, everything's a luxury. Driving has become a luxury."

Although he does not yet have the same-assured confidence as the Jeep drivers, he is not precious about the Disco and still mounts a few curbs for effect. When we park up near the harbour (in a photogenic row of 4x4s) and I voice a desire to climb on top of a wall to better view the colourful line-up of vehicles, Waleed says the best route up is for me to climb onto the bonnet. He then enthusiastically drives the Disco into the corniche railings with a sickening crunch. "Oh no, oh dear, oh crumbs," I babble, throwing in a few apologetic-sounding Arabic words for good measure. "No problem," he beams ecstatically. "That's what bumpers are for!"

Heading back towards the festival, another empty car park offers an opportunity for 4x4 drifting. A motoring pastime usually the domain of ageing BMWs, drifting involves spinning a vehicle round and round, with a deafening squeal of brakes and engines. Although none of the 4x4s can complete such tight manoeuvres as the BMWs, their efforts are applauded by onlookers and they drive away leaving the tarmac scored and a strong smell of burning rubber in their wake.

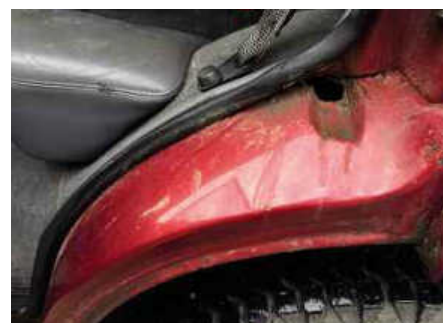
Libya may still be in a state of post-revolutionary flux and chaos – indeed, a crippling civil war in some parts of the country – but its troubles have not extinguished a love of performance vehicles together with a desire for dangerous fun, which runs deep in the heart of many Libyans.



THOM WESTCOTT
CONTRIBUTOR

SHH LIGHTWEIGHT

YEAR: 1977 **MILEAGE:** Debatable, since the speedometer doesn't always work and I replaced the dial some years ago, inadvertently dropping several thousand miles off the clock. **ENGINE:** 2.25 **POWER:** Quite a bit **TORQUE:** Several lb-ft **MPG:** Vastly improved! 14 - 16 mpg is the optimum given in handbook, but I like to think I fare slightly better with the overdrive



DISCO WOES

While working on his classics, Steve has neglected his Disco 1 and is now paying the price

This year seems to have flown by. It's the middle of December, a time when the purchasing of Christmas presents should take priority, but unfortunately (or fortunately) hindered every year for me by my Discovery needing its MoT. Usually, it hasn't been too much of a problem, but I have a suspicion that this year, it's going to be a little different. The problem is, as you probably already know, I seem to have acquired a bit of a collection of Solihull's finest – namely a Stage One V8, a Series III Lightweight and my recently completed V8 110 (see cover vehicle November 2015).

My problem has always been, like many, that there simply aren't enough hours in the day, nor money in the bank and my daily driver has to suffer as a consequence. Sure, I try to keep on top of things but as the Disco slogs on through daily use, my other Land Rover's steal both my attention and any spare cash I may have. What this doesn't help with is that the Discovery normally gets an emergency repair as things break rather than it receiving any preventative maintenance. It really is a good job I have my mate Pete on-hand to help as things inevitably go wrong.

The other day, I was driving along and I could tell something was amiss with the clutch. As I depressed the pedal, on its return the clutch pedal would get stuck halfway up and would then ping up to meet the sole of my boot – rather strange. Obviously this needed further investigation. Pete was given the delightful task of lying on his back for six hours to remove the gearbox. It was a good job he did as he discovered the pivot fingers had

broken off the thrust bearing end of the clutch fork, which explained everything jamming up. More bizarrely, the actual clutch previously fitted was from the wrong model – perhaps a 2.5 naturally aspirated diesel Defender. I opted for a Valeo replacement and while Pete was there, he also replaced the crankcase oil seal which had a slight leak.


Also on the agenda was the replacement of the exhaust due to it falling off on the way home one night. The noise it made was rather crude as there

was no silencer within the system whatsoever. An easy job if you know what you're doing so Pete left that one for me. Fitting a new straight-through centre pipe and new back box should have been pretty straightforward until I realised there was no way the bend in the pipe would squeeze between the top of the axle and the underside of the body. With a lot of wriggling and jiggling, and a fair amount of swearing I worked out what was needed. The body had to be jacked up to allow the suspension travel to be increased. Once that was done, the exhaust fitted perfectly. Later that evening I mentioned the difficulty I'd had to Pete, who said "Oh, didn't I mention you had to jack the body up?" Erm no, no you didn't!

The other thing that's revealed its ugly head is a small amount of corrosion in the nearside rear wheel arch, a usual rot spot on a Discovery 1. Mine was solid three years ago but neglect has taken its toll. Rather than weld it up, or use filler (so many dodgy repairs out there) I have purchased a Britpart repair panel to be welded in. All I need to do is ask a mate of mine very nicely to weld it in... Pete?

I have a confession to make. I have sold my Stage One V8. Since the purchase of the Lightweight, I have found I use that a lot more and the poor Stage One was relegated to second place. I never really intended to sell it but the new owner kind of found it, expressed interest and I agreed to let it go. There were a couple of conditions

I put in place prior to its sale to him and that was he had to keep it original and that if he ever wanted to sell it in the future, he was to call me first. In truth, it's entirely up to him what he does with it, but I hope he enjoys owning an iconic vehicle as much as I did.



STEVE MILLER
LRM AD EXEC

300Tdi DISCOVERY

YEAR: 1997 MILEAGE: 180,400
ENGINE: 300Tdi
POWER: 111 BHP
TORQUE: 195 lb-ft MPG: 28

STAGE ONE V8

YEAR: 1982 MILEAGE: 89,000
ENGINE: 3.5 V8
POWER: 125 BHP
MPG: Don't make me cry

LIGHTWEIGHT

YEAR: 1983
MILEAGE: 49,000
ENGINE: 2.25
POWER: 77 BHP
MPG: TBC



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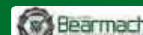
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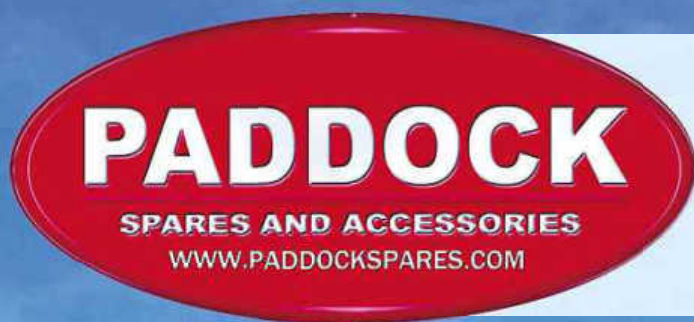
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TYRES ARE YOUR BEST FRIENDS IN WINTER



I'm writing this after an epic journey in my Discovery Sport (on test from Land Rover). It's the first day of winter's ice and snow here in Cumbria, and I tried the Sport on an ungritted steep and narrow lane where spill water flows over the tarmac and freezes to a slippery slab and, today, a light smattering of snow has been added on top.

The Sport cruised up there effortlessly, which you'd expect from a modern Land Rover given a sympathetic driving style. The epic ingredient, was the way in which the Sport calmly stopped, started and edged it's way around the several other vehicles that had lost traction and were stuck at various angles on the hill. At one point I had to drop the Sport's offside wheels into a snowy ditch to get past, and its traction was seamless. I expect a lot of those stranded drivers will be on the Land Rover website checking prices when they eventually get home. If I'd been in my 110 with the rope, I'd have pulled them up, but help was on its way.

“What little remaining tread was on his tyres was packed with snow”

Tackling those conditions in a two-wheel drive car is just daft, but a guy in a Freelander 1 was embarrassed by its failure to get up the hill. I was surprised, too, but I noticed that what little remaining tread was on his tyres, was packed smooth with snow.

Without a continually good grip between the rubber and the surface, even the most sophisticated traction technologies are almost worthless. Without a deep tread that can key into the snow, a Land Rover won't do the things we hope it will, and the 1.6 mm legal minimum tread depth is a dangerous nonsense in these conditions.

My Discovery Sport, being a Land Rover press vehicle, was nicely booted with newish Continental Cross Contact 235/55 19 tyres, and these also performed superbly on flooded roads, with no aquaplaning and no steering snatch when hitting standing water.

The Discovery's epic winter performance was partly due to its engineering, but wholly dependent on a well-designed and deep tyre tread.

Whatever the type of vehicle or the make of tyre, without a deep tread, there's a good chance of things going horribly wrong in winter.

TECHNICAL EDITOR

ED EVANS

lrtechnical@gmail.com

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The engine is good, the transmission is good, but connecting them up needs careful thought. Trevor Cuthbert reports



TREVOR CUTHBERT

■ Engine crane, clutch alignment tool, power washer, general workshop tools.

TIME	COST
3 HOURS	£6086

DIFFICULTY RATING



{RANGE ROVER CLASSIC PROJECT}

LOADING THE V8 POWERTRAIN **PART 11**

Back when Andy and I acquired the donor Range Rover for this project, we took it out for one final test drive to access the performance.

We were primarily interested in the 3.9-litre V8, but Andy did comment on the manual transmission, too. The five-speed gearbox was in great shape, with very smooth clunk-free gear shifts. "Should we consider going with manual, Trev?" asked Andy, bearing in mind that our project Range Rover had a four-speed auto box. In the days that followed, we talked about the two types of transmission, weighing up the pros and cons. This was probably partially driven by a fairly harsh shift of gears with the ZF automatic transmission, which at times were almost alarming. I spoke with Land Rover transmission guru, Dave Ashcroft who suggested that we look at the adjustment of the kick-down

mechanism in the first instance, rather than jumping at a replacement gearbox. Ultimately we decided on keeping the classic Range Rover automatic and finding a buyer for the excellent LT77 five-speed gearbox.

STORY SO FAR

The classic Range Rover owned by my friend, Andy Webb, has been completely dismantled and the body removed. The chassis has been shot blasted, repaired, galvanised and painted. It was then built up on repainted axles and new suspension. Meanwhile the body shell has been repaired and galvanised, and awaits sealant and paint. Now it is time to sort the transmission and get the 3.9-litre V8 engine back into the chassis.

> STEERING BOX ON

BEFORE WE considered fitting the engine and gearboxes, which would make the rolling chassis considerably heavier, it was important to have the chassis fully prepared and stable.

So we decided to first fit the panhard rod, which keeps the front end of the rolling chassis from jiggling about laterally on the suspension. And, because the bracket for the chassis end of the panhard rod is incorporated with the power steering box fitment, it also became appropriate to fit the power steering box at this stage before the engine was lowered into position.



1 The bolts for the power steering box on a Range Rover don't use locking tabs on the bolt head. Instead thread lock compound is applied before fitting.



2 The right hand drive power steering box is offered up to the chassis and secured with the four M12 bolts and tightened with a 19 mm socket wrench.



3 The rest of the steering components are fitted. This panhard rod bracket is secured with the original 1/2 inch UNF bolts, with new nylock nuts throughout.



4 The lower attachment to the power steering box is also secured with a new 1/2 inch UNF nylock nut, tightened with a 19 mm ring spanner.

WORK SAFELY

- Wear protective gloves and safety boots when handling heavy objects.
- Take care in moving engine or gearboxes on a crane – roll the chassis under the engine if possible. Don't leave loads suspended on the crane.
- Ensure the chassis is stable and secured before working.

> PREPARING FOR THE TRANSMISSION

THE REPLACEMENT engine came from our donor Range Rover which had manual transmission so, for our auto version, the flywheel would need to be removed and replaced with the automatic transmission's flex-plate and associated parts. These included the starter motor gear wheel and spacers from the back of our vehicle's original 3.5-litre engine. I set about harvesting these automatic transmission parts from the original engine which was still in storage, and brought them back to the workshop.

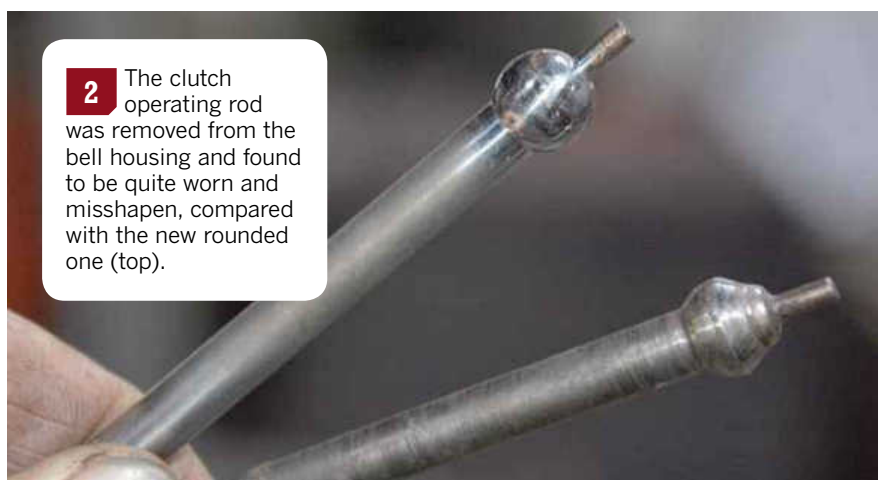
I had also brought out the automatic gearbox and LT230 transfer gearbox combination and given this transmission assembly a good clean off with the power washer to remove the worst of the dirt and grime and make them a little more pleasant to work with.

It was at this point, that Andy and I were having a discussion and the subject of the five-speed LT77 gearbox came up again – low and behold, there was a last minute change of plan. The Range Rover was going to be manual after all. So it was back up to the yard to now clean up the LT77 gearbox with the Borg Warner transfer gearbox.

The gearbox cross member is an easier fit in the empty chassis and, because we'd be lowering the transmission in from above, rather than lifting it in from below, the crossmember was bolted in place at this stage too.



1 The five-speed main gearbox and transfer gearbox combo has been washed by a power hose, to blast away all of the dirt, grease and grime.



2 The clutch operating rod was removed from the bell housing and found to be quite worn and misshapen, compared with the new rounded one (top).



3 The new clutch operating rod has been attached to the cast clutch fork with a new plastic retaining clip. Note there's plenty of grease at the ball joint.



4 The clutch fork is retained on the swivel point in the bell housing by a clip, which is fixed in place by an M6 set screw.



5 With sufficient grease on the input shaft, a new clutch release bearing is fitted with the clutch fork – a small plastic retaining clip holds them together.



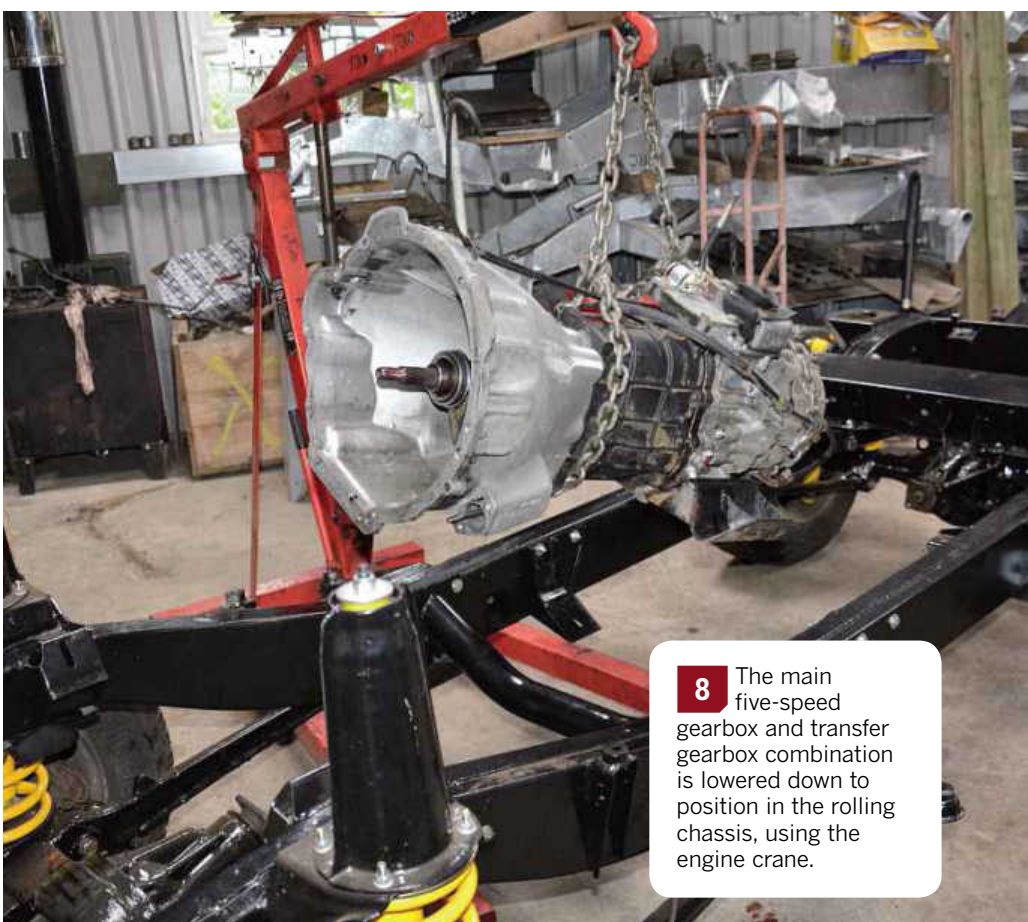
6 To fit the gearbox cross member to the chassis, we slightly separate the chassis legs. This bottle jack has been modified for the purpose.



7 The left side gearbox mount has been bolted to the chassis, using three M8 x 100 bolts with new nylock nuts and penny washers on both sides.



9 New gearbox mounting rubbers are fitted on both sides, as the old items were quite tired. M10 nylock nuts are used to secure them in place.



8 The main five-speed gearbox and transfer gearbox combination is lowered down to position in the rolling chassis, using the engine crane.



10 There is a risk that the gearboxes could flip over backwards, so they are tied to the chassis to prevent this. The cross member prevents them falling forward.

> FITTING THE CLUTCH ASSEMBLY

WHEN I inspected the 3.9-litre V8, I could see the clutch pressure plate had little wear on the fingers where the release bearing makes contact, implying it was relatively new. However, when the cover plate was taken off the back of the engine, the clutch driven plate had more than half of the friction material worn away. I remembered the previous owner of the donor Range Rover used it frequently for low speed manoeuvring of a heavy boat on a steep slipway, which might explain the wear on the clutch plate. So I ordered a new clutch kit from BLRC, as well as new mounting rubbers for the engine.



1 The original clutch was removed for inspection and found to be easily halfway through its life. It makes sense to fit a new clutch at this stage.



2 A new quality three-part clutch kit, comprising pressure plate, driven plate and release bearing was ordered and will give many years service.



3 The flywheel was in good condition and did not require any machining. The minor surface rust was cleared away using a fine grit emery paper.



4 A new spigot bush was tapped in to the crankshaft as a matter of course, the old one having been levered out and discarded.



5 The set screws that hold the clutch pressure plate on the flywheel were degreased, cleaned, and then thread lock solution was applied.



6 The driven plate needs to be accurately aligned with the spigot bush in the flywheel using this alignment tool to hold it in position (around £14).



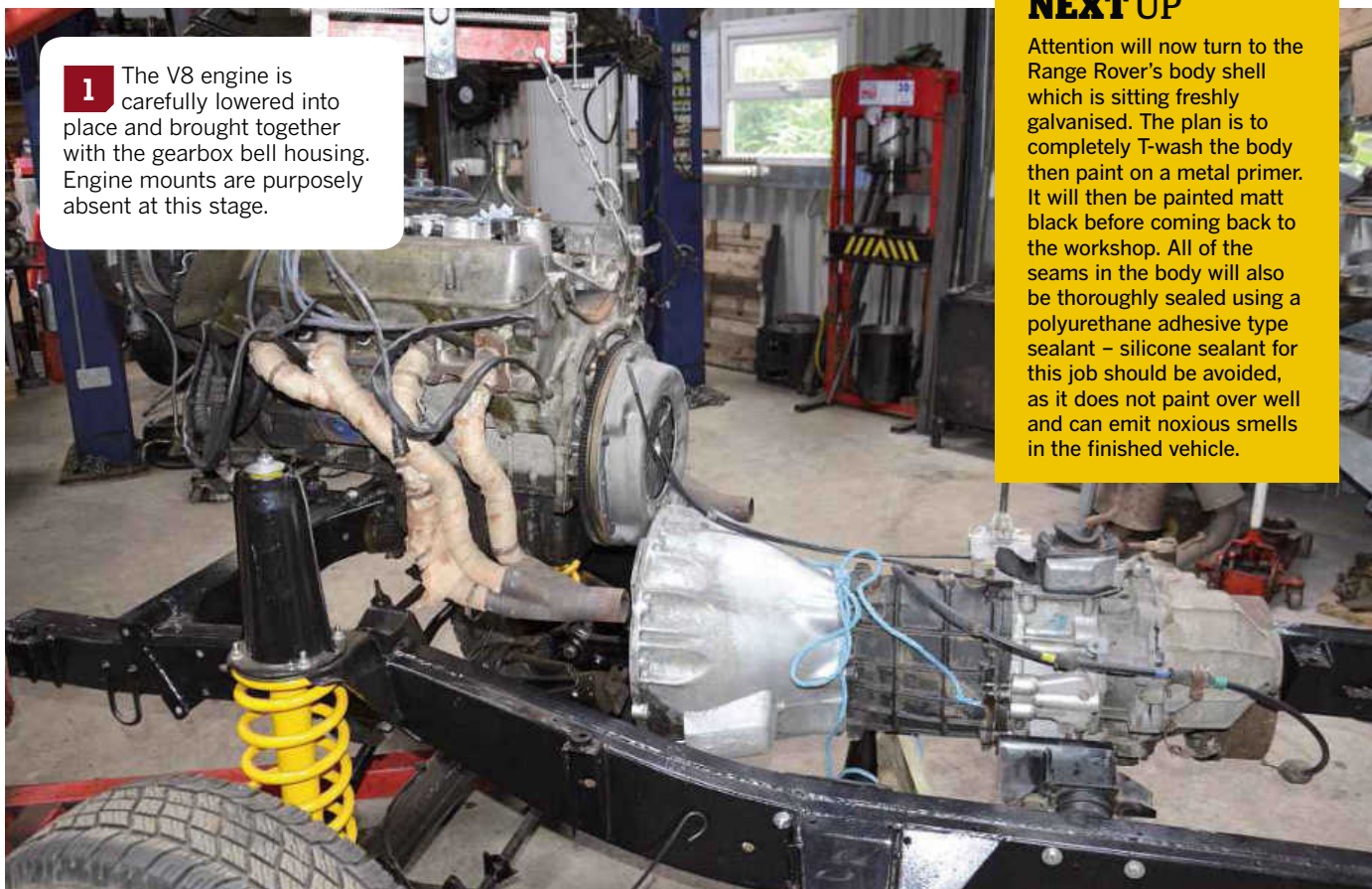
7 The six set screws that hold the clutch in place are tightened progressively around the cover plate, using a 9/16-inch socket wrench.



8 With the clutch firmly bolted in place, the alignment tool is removed and the engine is ready to be mated to the gearbox in the rolling chassis.

> INSTALLING THE ENGINE

1 The V8 engine is carefully lowered into place and brought together with the gearbox bell housing. Engine mounts are purposely absent at this stage.



NEXT UP

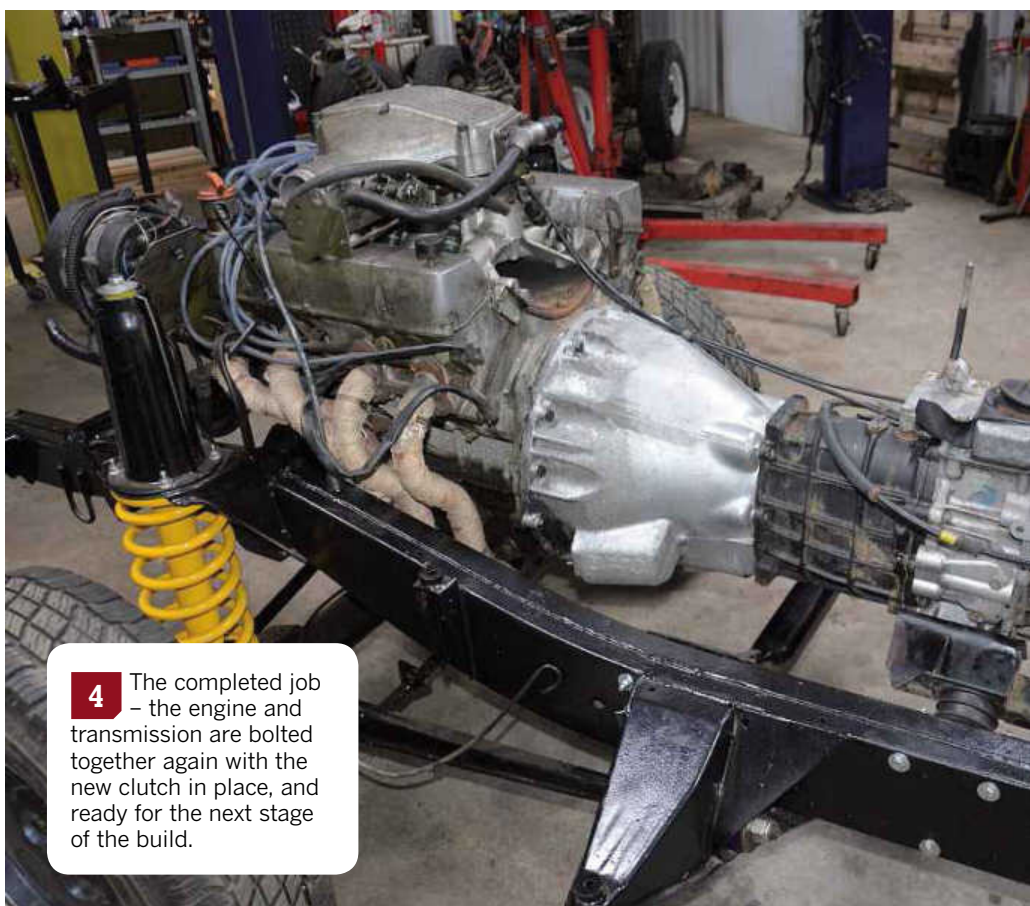
Attention will now turn to the Range Rover's body shell which is sitting freshly galvanised. The plan is to completely T-wash the body then paint on a metal primer. It will then be painted matt black before coming back to the workshop. All of the seams in the body will also be thoroughly sealed using a polyurethane adhesive type sealant – silicone sealant for this job should be avoided, as it does not paint over well and can emit noxious smells in the finished vehicle.



2 The engine and the bellhousing have been carefully pulled together by using a bolt on each side. Now all of the remaining bolts are tightened in place.



3 New mounting rubbers are now fixed to the engine bracket on each side and the engine slowly lowered until the mountings engage with the chassis.



4 The completed job – the engine and transmission are bolted together again with the new clutch in place, and ready for the next stage of the build.



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A leaking swivel seal often leads to a full swivel assembly rebuild, and that's a job worth doing, as Gary Stretton explains...



GARY STRETTON

■ Tools: Socket set, spanners, bench, hammer, handheld spring or digital weighing scale

TIME

3-10 HOURS

COST

FROM £2-200

Cost: £2 (swivel seal only); 25p (shims, each)

DIFFICULTY RATING



{SERIES II & III}

STEERING SWIVELS OVERHAUL **PART 1**

Leaking swivel seals on Series II and III usually make themselves known with tell-tale oil leaks down the tyre's inner sidewall or, if severe enough, as a small run-off noticed when parked on an incline. Heavy steering and looseness in the upper and lower swivel bearings can be caused by oil starvation due to seal leaks, so don't delay checking them. My 109 had sat for many years out of service and, once it became a runner again, the seals failed in no time. Dirt and debris, once disturbed, can tear old seals, as can corroded surfaces of swivel balls.

All of these scenarios should be considered when replacing swivel seals because it might just prove to be the ideal time to overhaul the complete front hub and swivel assembly. Given that you need to disconnect the brake lines and bleed the system afterwards, it makes sense to

consider other work. The good news is that overhauling a front hub and swivel assembly can be done on a driveway over a weekend. I took further advantage of the access to fit new leaf springs while the hub was removed. Before you start, check for wear in the upper and lower swivel pins/bushes using a piece of timber to lever the jacked-up wheel. If there's play in the swivel pins, plan to replace more than just the swivel seal.

There are two approaches to this job: dismantling the hub and swivel while it's still fitted to the vehicle or, assuming you have a large bench vice, removing the assembly complete with the halfshaft and dismantling on a bench. The assembly is heavy, and the additional leverage that is available while the assembly is still attached to the vehicle might suit some people. And finally, the nuts, bolts, seals and gaskets are inexpensive, so renew them – you'll be glad you did.

> REMOVING THE SWIVEL ASSEMBLY



1 Tell-tale signs of oil leaks should not be ignored. Plan your repair thoroughly by also checking for additional component wear.



2 If freewheeling hubs are fitted, ensure that replacement O-rings and/or gaskets are available before dismantling them.



3 Some 109 hubs feature this split pin and castellated nut. The specified special tool number RO1010 can be replicated by adapting a socket.



4 To adapt the socket, mark it with a permanent marker and cut the castellations using an angle grinder and cutting disc.



5 Undo the castellated nut. Mine wasn't tight but a small pry bar can be used to lock the splines to prevent the shaft turning.



6 Unbolt and remove the hub drive flange. If you haven't already, remove the lower drain plug from the swivel housing and drain the old oil.



7 Slacken off the brake adjusters from behind, and remove the brake drum. It may need a tap with a mallet from behind to help it off.



8 A lock washer is fitted between the two hub nuts, with a tab bent over each nut. Knock back the tab from the outer nut.



9 Using a box spanner, undo and remove the outer nut. The correct hub box spanner is available cheaply from parts suppliers.



10 Remove the outer nut and lock washer, then the second, inner, nut. Order new lock washers, plus new nuts if they've previously been battered.



11 Remove the hub by pulling it directly off the stub axle tube with the bearing and the washer, as pictured here.



12 Disconnect the brake hose from the brake pipe. Make sure that you plug it or fit a hose clamp first, then tie it out of the way.



13 Flatten each of the lock tabs holding the bolts for the brake drum backing plate. Start them with a chisel, then flatten the back.

WORK SAFELY

- The assembly is heavy if removed complete with halfshaft. Lift carefully, with helper if needed.
- If a brake drum is difficult to remove, do not use excessive force. These cast components can shatter, so wear eye protection.
- Wear a particle filter to help prevent inhalation of brake dust.
- Support axle on stand, chock wheels, engage gear and handbrake



14 Remove all of the bolts. Allow any oil to drain into a container. By now, you probably need to change your nitrile gloves yet again.



15 The backplate can now be removed complete with shoes and cylinders attached. The stub axle might remain stuck to it as mine did here.



16 Now pull the halfshaft from the axle, supporting it as much as possible inboard of the universal joint as you extract it.



17 Using a ball joint splitter, disconnect the track rod joint and the drag link joint (depending which side of the vehicle) from the lower steering arm.



18 Undo the two flange bolts holding the brake hose support bracket. Next, cable tie the bracket and hose out of the way.



19 Undo the inner swivel housing's flange bolts. Slim spanners might be necessary. Make a note of the steering lock-stop bracket position.



20 Remove the swivel assembly from the axle casing, allowing it to drain off more oil if necessary. Note this inner swivel has protective gaiter.

> DISMANTLING THE PARTS



1 A quick look at the axle casing oil seal will tell you if it needs replacing, though at this stage it's sensible to renew it anyway.



2 On the bench, begin the strip down. The first job is to remove the protective leather gaiter, though not all have these.



3 This gaiter retaining flange is fairly new and in good condition, but expect old ones to be rusted away to scrap.



4 Remove all the bolts and lift off the seal retainer to usually reveal a rusty and dirty seal casing. Prise out the seal – see main picture.



5 Remove the four upper swivel bolts and remove the top swivel. Watch for any shims fitted and be sure to keep them safe.



6 The inner swivel housing lifts upward out of the outer housing, disengaging it from the lower bearing. Inspect the spherical surface for pitting.



7 Knock back the tabs on the locking plates and remove the nuts holding the lower swivel arm. The studs may come out with the nuts.



8 Remove lower swivel arm, pin and shims from the studs. Arrow shows position of O-ring (OE 531433) which needs to be replaced.

9 Ensure you retrieve the shims from the swivel joints and save them for reference or re-use later (a selection may be needed for reassembly).



10 De-rust and de-grease all the components. Now is the time to paint the outer swivel housing (left), the hub, and any other parts.



11 Drift or press out the old Raiko bush housing. My Raiko bush was worn, and the top pin was grooved and pitted, so they were scrap.

> REBUILDING THE SWIVEL ASSEMBLY



1 Put the new Railko housing in GL4 spec. EP hypoid oil to let it soak into the internal bush, then line it up squarely to the swivel.



2 Tap the Railko in squarely using a soft metal drift. When seated, the sound from tapping round gently with a hammer will confirm it is fully seated.



3 Drift out the lower bearing race and tap in the new race, and replace the halfshaft bearing seen here, if needed, and lubricate liberally.





4 Fit new studs to the lower swivel housing with thread lock fluid to help prevent them unscrewing next time the nuts are removed.



5 Lubricate the new lower swivel bearing with oil or Land Rover grease – whichever you are using in the swivel.



6 Lubricate the Raiko bush thrust washer and carefully fit it to the bush, ensuring it is correctly seated inside.



7 Fit the lower arm (here inverted) with new O-seal (no shims) and secure the new lock tabs over the nuts. Ensure steering arm points forward.



8 Fit the new upper swivel pin with the same thickness of shims as removed. Tighten the bolts but don't secure the lock tabs yet.



9 Using a spring scale or digital scale (as pictured here), ensure there is 8 to 10 lbs (3.6 to 4.5 kg) of resistance when the hub is moving, not static.



10 If the resistance isn't correct, add or remove shims and repeat. More shims equals less resistance. Then secure the lock tabs when correct.



11 I used Wellseal applied with a small paintbrush to the inner swivel housing faces where the new swivel seal locates.



12 Smear grease on the seal lip and feed the new seal over the swivel flange and then press it down into position.



13 Fit the swivel seal cover, noting the notches at the bleed plug, followed by the leather gaiter if one is being fitted that is.



14 Fit new bolts and a new gaiter plate, ensuring the longest (brake pipe bracket bolts shown) are correct. That's the first part of the job done!



In the February issue we'll continue the rebuild by assembling the hub bearings and checking and replacing components on the axle halfshaft, including the halfshaft's UJ, collar, spacer – all the jobs worth doing while the parts are out for the swivel overhaul.



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Discovery 2 clutch master cylinder has an anti-pulsation damper positioned between the piston in the cylinder, and the outlet to the slave cylinder

DISCOVERY CLUTCH BITES LOW

Q I have been renewing some brake pipes on my Td5 Discovery 2, which entailed filling the brake fluid and bleeding the brakes. I think I let the fluid level in the reservoir get too low and may have drawn air into the system through the reservoir when bleeding. I continued bleeding the brakes again and now have a good pedal feel, so I guess all the air is out. But now the clutch is giving problems because it shares the same fluid reservoir, so air got into here, too.

I have bled the clutch and, although it now works okay and I can change gear, the pedal needs to go much lower to operate the clutch, and it bites sooner on lifting the pedal when re-engaging the clutch. I have tried bleeding it several times, but cannot get it any better. Is there a special procedure for bleeding the clutch on this vehicle. I have noticed there is a round thing on the clutch master cylinder. What is this, and is it something to do with the bleeding system?

H Jackson

A The round disc-shaped device on the clutch master cylinder is a damper which works as a hydraulic buffer to prevent engine pulsations or vibrations passing through the fluid to the foot pedal when you are operating the clutch. As far as bleeding the fluid system is concerned, you can ignore the damper.

The system can be a bit tricky to bleed, so try this method. You'll need a helper underneath to operate the bleed nipple on the slave cylinder, and they should be wearing eye protection in case of fluid ejection. Use the usual see-through collection bottle for the fluid, with a transparent plastic pipe connected onto the bleed nipple and leading into the open bottle. Fill the fluid reservoir using only fresh fluid, and you're ready to go.

Apply gentle pressure to the pedal, then ask your helper to open the bleed nipple, and continue moving the pedal down to the bottom. Close the nipple and let the pedal rise of its own accord. Keep repeating this cycle until your helper sees only fluid in the transparent pipe, not air

bubbles or gaps. You might try giving it three pedal strokes at a time, closing the nipple after the last, but keep re-checking the fluid level in the reservoir to ensure it cannot get anywhere near empty. On the last down stroke of the pedal, ask your helper to gradually tighten the nipple during the stroke, and you should then feel the pressure. Never rush this job, it's best to move the pedal gently and steadily; fast pumping does not help.

If the pedal engagement point still seems low, the seals in the master cylinder or slave cylinder may be weak, or the cylinder surfaces corroded or worn. But, if it was working okay before the brake bleed, you should achieve a usable clutch action.

One last point. It has been known for the clutch hydraulic pipe to leak at the back of the engine after becoming worn by abrasion if it is not correctly secured. But unless you have been losing fluid before this repair job, this is unlikely to be a factor. It's worth checking though.

Ed Evans



because these must be fitted to a minimum of a 6 inch rim section. So you will need to think about a rim change to be able to fit the 235/85R16 tyres or, if you wish to retain the Series rims you will have to stick with 7.50R16 which will restrict you to what is still made and available, which at present isn't a great deal.

The easier option on the wallet will be to fit a aftermarket 16 inch x 7 inch ET00 steel wheels in a spoke or modular style. This will also give you the benefit of being tubeless to work with the 235/85R16 tyres.

Very little compares to the old Trac Edge, but the Cooper ST Maxx is the nearest modern offering. But you may want to look at all the other brands before you buy. Michelin, Goodyear and Maxxis all offer 235/85R16 I would recommend you have a good look at the market before you make such large financial purchase. All tyres now have to reach the same EU standards so you will not be disappointed in any of them, but I believe that from your usage the Cooper would be the one I would fit. Have a look through the ads in LRM and you will find many companies selling what you are looking for. I hope you continue to enjoy your greenlaning with your new wheels and tyres.

Silverline 4x4

Q I have a Series III short wheelbase diesel soft top model with long wheelbase 5.5j rims fitted. I use it for shows and greenlaning. The tyres are 7.50x16 very old Trac Edges. I want to replace them with something that is capable off-road, and good on-road, preferably fairly wide to give a sturdy stance, but I also want them to be in keeping with the classic style of the SIII.

What make and size could I fit on my long wheelbase rims?

Del Mallinson

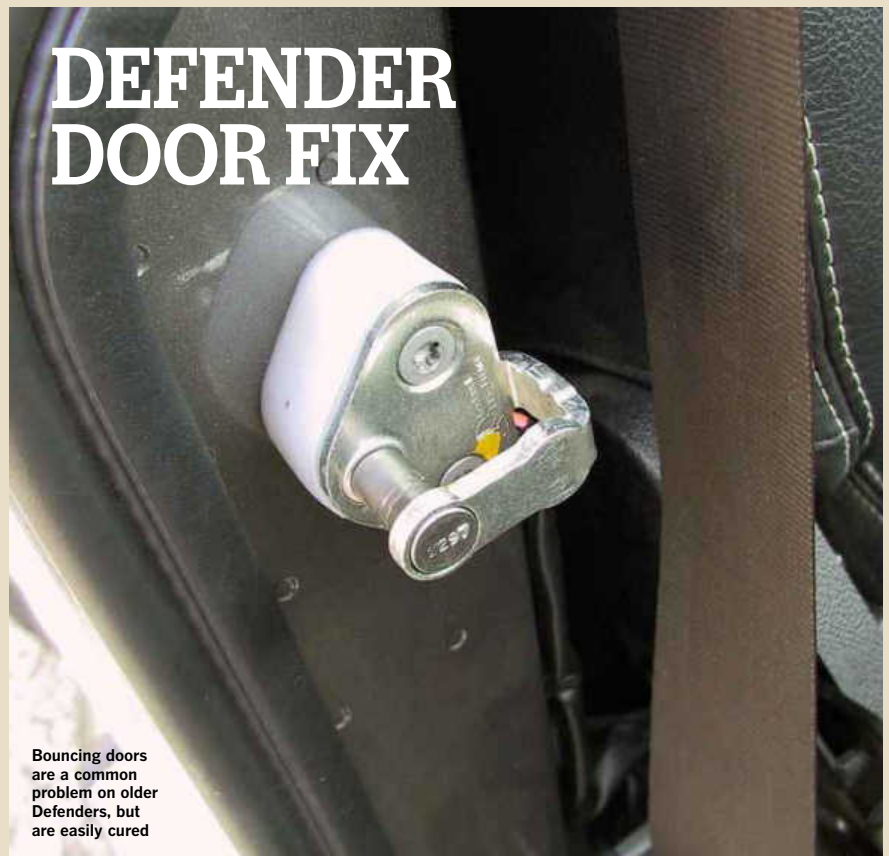
A It's great that you are still enjoying your Series III to its full potential. The modern equivalent of the 7.50R16 is 235/85R16 which is approximately the same overall diameter, but slightly wider, and that may be a problem for you

Q When I try to shut the driver's door on my 90, it just bounces back open. I have tried closing it softly, slamming it, and I have tried to reset the striker and have changed the latch mechanism in the door. Basically, I can't find anything wrong, but it doesn't shut. Could the door seal have swollen and be preventing it from latching. It does close eventually, but only after several tries. I'm at a loss, any ideas, please?

G Graham, Dorset

A This is a common problem on older Defenders and there is a simple cure. Have a close look at the shaft on the striker, bolted to the body. There is a plastic tubular sleeve on it, and if this wears and begins to tear or break up, the damaged plastic sticks out and prevents the door latch hooking onto the striker when the door is closed. If yours is damaged, then fit a new striker. To do this you will need a good large screwdriver or preferably an impact driver (or a Torx bit, depending on age) to ease the holding screws. Mark the position of the striker before removing it, and fit the new one in the same position, then adjust it slightly if needed.

Ed Evans



Bouncing doors are a common problem on older Defenders, but are easily cured



Evoque's 9-speed gearbox is designed for a transverse engine layout

GEARING LIMITS

Q I've looked at the Evoque with its nine speed gearbox and was wondering how far this is likely to go. Will cars have more and more gears until we hardly notice the gear change?

Why have the larger Land Rovers such as the Range Rover and Sport only got eight speeds if nine is so much better? Would the Defender have eventually got eight or nine speeds if it had stayed in production?

As a retired engineer and Land Rover fan, I find these developments in one of the few remaining British vehicles to be well worth following, even though I don't currently own one.

Harry Wentworth

A As with many automotive developments in recent years, the move towards increasing numbers of gear ratios is all about reducing emissions. That means reducing fuel consumption, and a good way to do that is by having more gears so the engine can run close to its most efficient speed for as much time as possible.

The fewer gears there are, the wider the rev range the engine has to work through before changing to the next gear, which means spending less time at its speed of optimum efficiency.

The six-speed gearbox in the Defender TDCi is there for this purpose. For the driver it's something of a nuisance, because there are more gear changes to be made, but it helps reduce emissions.

Later Land Rovers now only have automatic transmissions, so there's no problem with changing through the eight or nine gears on these models.

The more gears, the closer the ratios, and that allows smoother and quicker gear changes, which has enhanced modern automatic transmissions to the point where gear changes are barely perceptible to the driver. Though it is still much about keeping emissions down.

The Evoque is a slight exception to all this. Its nine speeds include an extra low gear which is useful off-road and, to some extent, replicates the transfer box low range facility on the larger Land Rovers. But the remaining eight speeds provide a close ratio gear system that helps reduce fuel and emissions.

The larger Land Rovers will not receive the Evoque nine-speed gearbox because the overall powertrain is totally different. They all use in-line engines (as opposed to transverse) with the gearbox aft of the engine, where there isn't space to increase the transmission's physical size, especially considering an electric motor has to be squeezed in on the hybrid versions.

You ask whether more speeds will be added in the future. No, it's very unlikely because adding an extra ratio takes space and, more importantly, it adds weight, which increases fuel consumption and emissions.

Although the weight of extra ratios has, so far, been more than offset by the fuel and emission savings they give, transmissions have now reached the point where there is no longer enough efficiency to be gained to profit from the weight of an extra gear set.

Would Defender have received more gears if it had stayed in production? Well, that would, in theory, be one way to further reduce the emissions, but it is impractical to change through eight or nine speeds with a manual transmission, and introducing an automatic gearbox on a Defender would incur more parasitic losses in the transmission which would work against any emission benefits.

So, no, I doubt a ten-speed gearbox will ever appear, nor a nine-speed box on the Range Rover and Sport. Besides, the upcoming electric and hybrid drives imply a rethink of conventional transmission.

Ed Evans

RANGE ROVER COOLANT WARNING

Q I am concerned about my 2006 L322 Range Rover. It is running well with no problems, but is displaying a low coolant level warning. I have checked the level several times and each time it is correct. I have also tried to ensure any air has been removed from the system by venting off the top hose, but this has made no difference. My garage has checked the vehicle for fault codes and it is all clear. I bought the car secondhand ten months ago and it has covered 137,000 miles. It has a main dealer service history until 83,000 miles, and from then the

regular servicing has continued at various other garages, and I know it has the correct antifreeze and strength.

I have also tried overfilling the coolant, but it makes no difference. Incidentally, would driving with the coolant above the marked level cause any harm? Any tips or reassurances would be much appreciated.

Ian Gent

A From your description I suspect the coolant level sensor, which is housed within the coolant expansion bottle, is at fault. The only way to rectify

this would be to replace the sensor and, depending on the model variant, it could be the whole expansion bottle that needs to be changed.

You also ask whether there are any issues with the coolant being overfilled. From my experience this will cause no trouble, but there could be a chance of excess coolant being expelled via the coolant bottle overflow pipe when the engine is hot. The excess coolant will only be a small amount which would then result in the coolant being at the normal level.

Duckworth Land Rover



The underside of the sill corrodes most, where water and dirt cling. It's especially critical near body mountings



When wax protecting a good or repaired vehicle, pop the plastic sill trims off to check and protect this outer sill panel

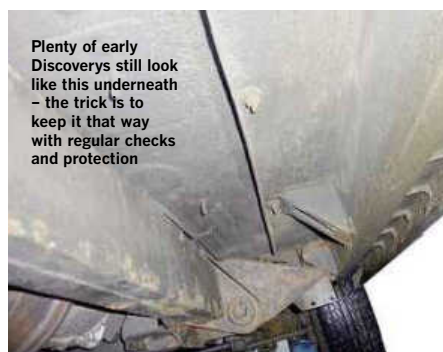


Remove the front trim panels to check and protect the steel panelwork around the headlamp areas

PRESERVING AN EARLY DISCOVERY



Surface rust developing on the inner wing and lower bulkhead areas can be halted with rust convertor and a coat of wax protection



Plenty of early Discoverys still look like this underneath – the trick is to keep it that way with regular checks and protection

Q I have been told that Discovery 300Tdi versions rust badly under the floors and inner sills, and especially the boot floor. Can they be repaired satisfactorily, and is it something I could do with a home welding set? I ask because I am thinking of buying one for greenlaning and general second car use, but I don't want to buy one and end up scrapping a year later because of rot. Assuming I can find a good one, what is the best way to preserve it?

Ron Harrison, Cumbria

A There is a problem in the sills in some Discovery 1 models, but it has been blown out of proportion in recent years. The first 200Tdi vehicles (and some early 300 models) were especially susceptible to corrosion along the inner sills and load space floor. Sill corrosion is of particular concern near the body mountings, and it often spreads into the floor sections. But many 300Tdi types (and V8s from that era) are surviving well, and vehicles from 1997/8 are often perfect underneath. So look for a good one, and then get the chassis and underside properly cleaned, and the existing rust treated, painted and protected with Waxoyl or Dinnitrol. In addition to the areas you mentioned, check the underside of the rear floor above and forward of the rear springs.

Repairing corrosion in these areas is a fairly difficult job. It is labour intensive, so costs can quickly add up if you are not doing the work yourself. If you can produce a strong weld, and always work back to sound metal, then it is usually a DIY prospect. Pre-formed repair sections are available from parts suppliers, and these save a lot of work, though they will need trimming to suit the area of steel you cut out. If you find a Discovery that's already been welded in these areas, then take a critical look at the standard of repair. The chassis will usually last well, so they are worth repairing.

Ed Evans



THANKS TO: Steve Grant at the Britpart workshop



{DEFENDER TDCi}

RAISING THE ROOF

Can a battered and abused truck be turned into a stylish County Station Wagon? Yes, of course it can. Ed Evans reports

**ED EVANS**

■ General workshop tools

TIME	COST
2 HOURS	N/A

DIFFICULTY RATING

★★★★★

A 61-plate 2.2-litre TDCi Defender should be in reasonable fettle, given that it's only four years old and has covered lower than average miles. But life on the farm has been hard for this truck cab 90. It's freshly retired from its job as a farm truck, and comes with a mud-loaded chassis, a well-worn interior, and beaten up front panels. Mechanically, it has survived the ordeal but, in its present state as a battered workhorse, it's still on the road to decline. Only a transformation into a special vehicle is likely to change this Defender's life expectancy, and that's exactly what's going to happen.

Britpart MD, Paul Myers, has bought the truck, and it's now in the workshop where Paul, Steve Grant and myself will be working on the transformation. Naturally, before turning the truck into a station wagon the truck cab roof will have to come off, and that's it for this first installment. Next month you'll see why we first did this job.

> FARM FRESH



1 Both front wings are buckled and the wheelarch eyebrow on this side has been wiped off.



2 The rear crossmember hasn't rusted away yet, but it's ready to have a go. Drop-down tailgate is long gone.

> OFF WITH THE LID



1 First job is to remove the interior furniture from the roof, starting with the sun visors. The mirror is simply twisted free of its mount.



2 The mirror mount is removed after releasing three screws. The lamp unit is unscrewed and the security sensor unclipped and wires disconnected.



3 The door seals, which are damaged and in need of replacing anyway, are pulled off to gain access to the headlining's fir-tree clips.



4 Pry bar is used to push on the clip release tool, loosening the clips here behind the door seal roof lip without damaging the headlining.



5 There are more clips on rear of headlining. They grip tightly, so a forked trim removal tool is needed to pull these thin flimsy heads.



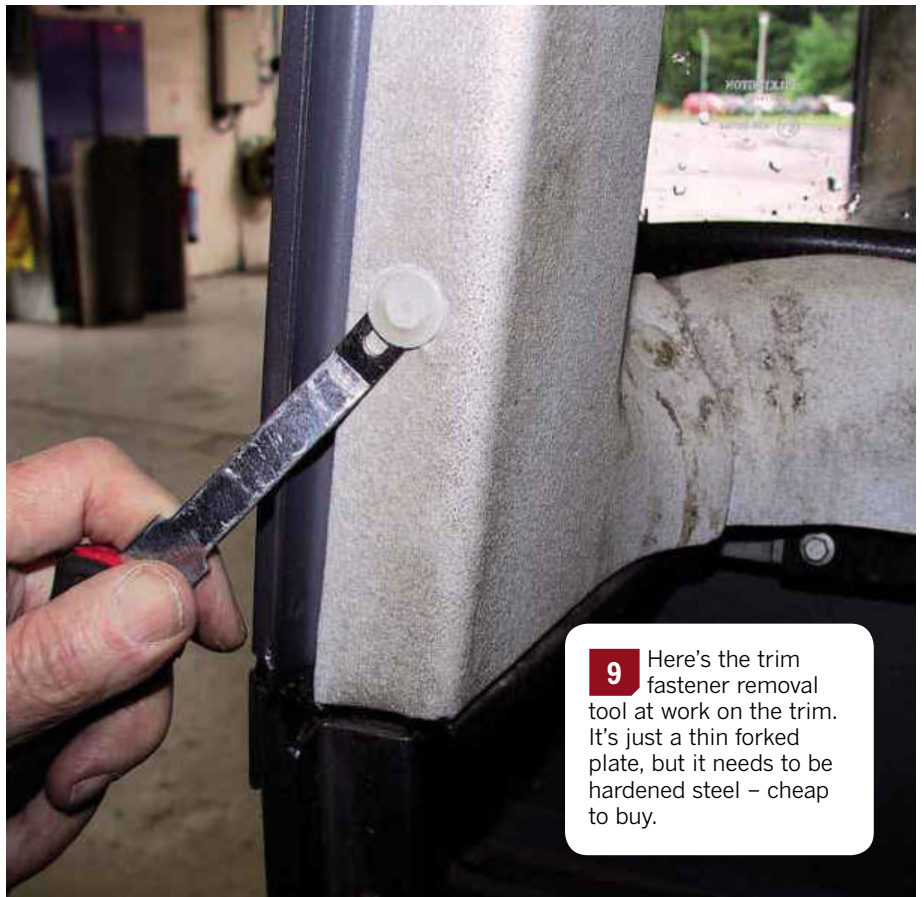
6 The plastic interior trims are removed from each A-post at the side of the windscreen – simple cross-head screws.



7 We remove the seat assemblies for better interior access for detaching the roof. They need to be out anyway, for next month's job.



8 Seat belt fixings (17 mm AF) are unbolted from the B-posts as a precursor to removing the B-post trim to access the roof-to-body mountings.



9 Here's the trim fastener removal tool at work on the trim. It's just a thin forked plate, but it needs to be hardened steel – cheap to buy.



10 With side trims off, Steve eases the headlining down and gently works it out of the doorway. It will be used, with roof, on another Defender.



11 With the trim removed from below the rear window, the mountings holding the roof to the rear bulkhead and the sides of the rear tub are unbolted.



12 Up front, six 10 mm AF bolts holding the roof to the screen are removed. Their captive nut plates are retrieved through the rectangular holes above.

WORK SAFELY

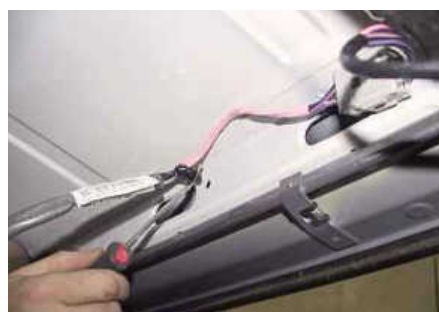
- We advise wearing gloves to protect against exposed body panel edges and other surfaces.
- Wear eye protection when working overhead and when releasing clips and fittings.
- Take care when lifting and ensure sufficient helpers are available to take the weight.

> COMING UP

THE ROOF was to be swapped anyway, in favour of fitting a full hard top lid, but its removal is really part of the preparation for the next stage of making some serious space in the 90's traditionally rather cramped interior. We'll do that by cutting the rear bulkhead out and replacing the strength with a bulkhead deletion kit. It's a standard fit on later station wagons, and it's a worthwhile DIY retrofit, if you have a wadge of skills plus some brave pills to hand, as we'll see in the next issue.



13 At each side of the windscreen frame header rail, a cross-head screw locating the side front corner of the roof to the rail is removed.



14 The wiring harness is unclipped from the roof header and, for now at least, it is left to hang down out of the way.



15 The roof/screen joint has a seal, but is also bonded with black mastic which has to be cut through, straight across and over the A-posts.



16 We lift the rear just enough to break the seal. Then, with a gentle thump, up comes the front and, hey presto, it's ready to lift off.



17 After a washdown, the roofless farm truck looks good from a distance; but it won't be by the time we've finished with it next month.



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Range Rover Sport L494 2014 and up

Alternate control options are available to complete advanced tasks such as the graphic display of live values (iOS / Android via Bluetooth) and for vehicles without appropriate switchgear or displays (USB Control via PC).





THANKSTO:

Kingsley Cars, based just off the A40 in Oxfordshire, for their help with this series. Check out <http://www.kingsleycars.co.uk/range-rover-welding-repairs.htm> or call 01865 884488



{TIG WELDING}

LEARNING TO WELD **PART 5**

In this final part of our welding series, Alasdair Cussick considers Tungsten Inert Gas (TIG) welding, which is ideal for aluminium bodywork



ALISDAIR CUSICK

- TIG welder and rods, protective clothing including welding gloves, cap, mask, overalls, metal cutting and forming tools. Bench, practice scraps of steel and aluminium

TIME

4-5 HOURS

COST

£170
(TIG WELDER)

DIFFICULTY RATING



IG's two main advantages are its versatility and the strength of the welds. A choice of torch tip and welding rod means it is

possible to weld a number of metal types, and all TIG welds have a final neat weld appearance meaning they don't strictly need dressing by way of flattening back with a finger sander.

The ability to weld steel – both mild and stainless – and alloys, including our Land Rover's Birmabright body panels, mean that TIG is the main option for outer bodywork repairs on all Solihull products. For example, if you want to repair a hole cut in a Series aluminium wing for a redundant mirror, then TIG is the best process for the job.

The downside is that it is not as quick as other welding processes. For quickly tacking in body panels, and then running welds on joints, the automated MIG is much faster and simpler. But the extra time on TIG will provide nice neat, strong welds, without any spatter.

It almost combines each of the processes we've used so far, with the

gas-fed torch of MIG, and the manual feeding in of the electrode with arc welding. Technically, TIG is the most difficult to master because, as you will see, you have to control every element of gas torch, filler wire, and current, via two hands – and sometimes a foot, too. But precisely because of this, there is an argument that it makes sense to learn to weld and understand TIG first, then move on to the much simpler MIG process. That may seem strange, but there is logic to it. Working with TIG forces you to understand how every element comes together, and what has to happen to make a good weld joint. MIG simplifies and automates much of that, but the key elements of both processes remain the same. Understand TIG first and then move to MIG, and you should be able to make use of the speed of MIG, whilst being aware of the correct settings for wire feed, amps and gas shield which you learnt from TIG.

TIG Equipment

Just like every other process, TIG relies on heat from an electrical arc, a gas shield, and a filler wire. The gas is

delivered through a hand held torch which has a replaceable tungsten tip. This tip is the electrode which produces the arc. Tungsten is chosen for its high melting point, and is the reason the process works with different materials.

You can alter the electrode's tip, and the rod's thickness, shape and length to suit, and work with the voltage (DC or AC) for the particular material to be welded. Use the wrong tip, and you may struggle to strike an arc, or to maintain a good arc.

As with MIG, there's a range of gases, but in the main it will be argon based for TIG.

The filler rod is separate from the torch

and electrode, and this is the main difference. One hand holds the torch, while our free hand holds the single length of filler wire (the TIG welding rod), manually feeding it into the weld pool at the correct rate, filling the gap as it melts. Rods are usually of the same material that you are welding – mild steel, a stainless steel grade or aluminium.

You can see now the advantage of learning on TIG. The operator has tactile control of every element in the process, and we can work back from our first attempts with the MIG system to help coordinate everything.

Keep the MIG work in mind though, for

ultimately you're doing the same thing, in heating the metal via an arc, utilising gas to help form a shield, then feeding in filler wire at the correct speed and position. MIG did all that with one button, whereas now, we're doing it manually.

The TIG motion involves both hands working independently, but in response to the other. One hand glides steadily with the torch, the other repeatedly dips in with the rod.

Let's take a look at some bench practice work. Kingsley Cars' Steve Fuller demonstrates the basics of the TIG process, including a demonstration of welding different materials.

> WELDING MILD STEEL



1 This is the TIG torch, with its coloured shield removed. Note the pointed tungsten tip and the surrounding gas collar with holes to feed the gas.



2 Here is Steve's TIG welder before hooking up the gas bottle, showing torch, earth clamp and foot pedal (right). Note switch for DC and AC current.



3 The tungsten tip (this pointed tip is for steel) should be proud of the collar by three to four millimetres in order to achieve a good arc.



4 There are different tips and shapes for different tasks. They are slightly radioactive, so wear a dust mask if grinding the tip to a point.



5 Thoroughly clean the work and the filler rod, clamp the earth lead on, turn on the gas and, wearing safety gear, we're ready to weld some mild steel.



6 Check the welder is set to DC, which mild steel needs, and set the amps to a sensible start point considering the thickness of the metal being welded.



7 This is the welding position: torch in the dominant hand, filler rod in the other. Take time to get comfortable, so that you have good, stable control.



8 Some TIG machines have a variable current control via a foot pedal. If using one, start with plenty of power, then back off once the arc is formed.



9 Press the torch button to start the arc, putting heat into the joint. As the weld pool forms, gradually feed in the filler wire.





10 If the joint is tight, you don't actually need filler wire at all. Steve demonstrates a short run using just the torch, and careful heat control.



11 This is the result. Typically neat TIG welding with a low, consistent profile. The pointer shows where dirt on the metal caused a poor weld.



12 Here we see the effects of welding without wire on the left, with filler wire in the centre, and filler wire with dirty metal on the right.



13 Next we try a butt joint, first off using no wire. The joint is suitably tight, nevertheless we should see the downside of not using filler wire.



15 This is the position for an external corner weld. Note the torch leads the weld forward in the direction the arc points, rather than dragging the weld.



14 Without filler wire, the weld is neat but shallow. It is desirable to have more material on the joints. Filler wire adds that extra thickness and strength.



16 Restricted access can mean it is awkward to get comfortable with TIG. This looks tricky but is just rotated 90 deg from the previous position.

WELD SAFELY

- Ensure you have a suitable welding helmet, welding gloves and safe clothing, plus good fume ventilation and fire extinguishing kit.
- The welding arc is harmful to eyes, so keep children and animals away from sight of the welding area.
- Check frequently for the possibility of sparks that might ignite any inflammable materials.

> WELDING STAINLESS STEEL

STAINLESS STEEL welding procedure uses broadly the same process as we used for the mild steel.

Here, we're still using the same torch tip, the welding machine is still set to DC current, and we are cleaning the work materials meticulously. But this time we're using a rod that is suitable for stainless steel. If in doubt, check the grade - for example 304, 316 for an exhaust.

Stainless doesn't transfer heat so much, so we should get a little less spread, though there's always the potential for distortion if you are careless.



1 Just as before, we strike the arc, put heat into the material, and then dab in the filler rod in order to make a few practice tacks.



2 We can use the skills we've already developed to assess problems. Here, Steve points to a blow hole, from too much current. Otherwise it's similar.

> WELDING ALUMINIUM

ALUMINIUM ALLOYS are a little different and need a few changes made to the equipment we are using. Firstly, we need a suitable torch tip which will have a different shape from the previous tip we used. We also swap to AC current, instead of DC, on the welding machine.

Heat is transferred very quickly in aluminium, so we need to be more aware of distortion problems, but it does introduce a helping hand. Because the heat spreads, there will be a fair bit of pre-heat in the area that you're moving onto, ahead of the weld. Aluminium should be scrupulously clean to avoid problems, and edges should be smooth.



1 The tip for aluminium needs a particular shape - a dome. New tips may be flat, as here, so there's a quick remedy for this.



2 Firstly, we swap the welder to AC, then we dial in a suitable amount of current in accordance with the thickness of our material.



3 With a scrap piece of material, we use only the torch, and get plenty of heat into the tip. We're aiming to melt it into a neat ball shape...



4 ... which we have done here, after 20 seconds or so. Remember, tungsten has a high melting point, so it will take a little time at first.



5 The technique is similar: strike the arc and feed the wire in to form the joint. Expect a wider weld due to aluminium's faster heat transfer.



6 Aim for a run like this, a classic aluminium TIG weld profile. The ridges are formed with each dab of the filler rod in the weld.

> LOOKING BACK OVER OUR WELDING SERIES

THIS SERIES of introductory welding features has given an overview of the welding processes that are available to us for use in a home workshop, and looked at the equipment as well as the basic techniques.

Whether you intend to have a go yourself, or are merely interested to see what goes into a garage's invoice for welding work on your Land Rover, you should hopefully have found a new appreciation of what is involved. If you want to try it for yourself, then remember that practice and experience will give you

confidence and help you master the basic skills. You should now be able to choose the right process for the task in hand, and feel happy to have a go yourself. That will usually mean choosing MIG welding, especially for speed and ease. If you're serious about welding, the best follow-up from this series is to attend a part-time welding course at a local college to consolidate and hone your skills and your understanding of the equipment, techniques, possibilities and safety.

We need a whole range of skills to fully maintain our own vehicles, and welding,

despite appearing tricky, has its part to play. Older models usually need some welding at some point, and having basic welding skills and the knowledge of the safety requirements will enable you to do that.

Above all though, do not attempt chassis repairs until you know you have the necessary competence. Never use welding to repair any cracked or otherwise damaged parts, especially steering, suspension and braking components. Keep home welding strictly for body and chassis work.

WELDING CLAMPS

James Stanbury explains how a decent welding clamp set will cater for a wide range of repair techniques and joints, before putting 11 to the test...



**JAMES
STANBURY**

When welding clamps are mentioned, most of us immediately think of self-grip plier-style tools – like those entered here from Draper, Sealey, SIP, Clarke and the Welders' Warehouse. And while these products are undoubtedly effective, there's just one problem: they are only really useful for edge work.

But what do we mean by edge work? Well, a prime example is where inner panels meet the rear wings, or door pillars, in the door apertures. The flanges there are often a sandwich of two or more layers spot welded together. Should you need to replace the inner or outer layer, a good clamp will hold the layers tightly against each other, whilst allowing plenty of access to either produce welding tacks or plug-welds. On Freelanders, and actually most vehicles without a separate chassis, there's a similar joint underneath, where the outer sills meet the inners.

But many Land Rover welding marathons involve serious repairs to the

chassis members, and in these instances the traditional clamps mentioned above are practically useless. If the job's done properly, and grotty areas are neatly cut out completely, then there needs to be a method of holding the repair section securely in place against adjacent existing metal. And that's quite a tall order considering the two panels need to be flush and they're effectively end to end – prior to being butt welded together.

Most of us prefer to cut large areas of grot away, and simply plate over the resulting gap, and almost everybody finds lap welding easier than butt joints. But positioning plates securely can be fiddly. Most MIG users, for instance, take advantage of the process being possible with just one hand – by utilising a stick or screwdriver in the other hand to press the repair panel in position prior to the first couple of tacks. And while this is easy enough in a workshop, with the Land Rover separated from its chassis, it's much more of a faff when working underneath the vehicle carrying out some urgent MoT repair.

In this test, we're ideally looking for products that can go beyond simple edge work clamping that traditional self-grip pliers tools provide. Can any clamps here cope with edge work, butt joints, and lap joints?

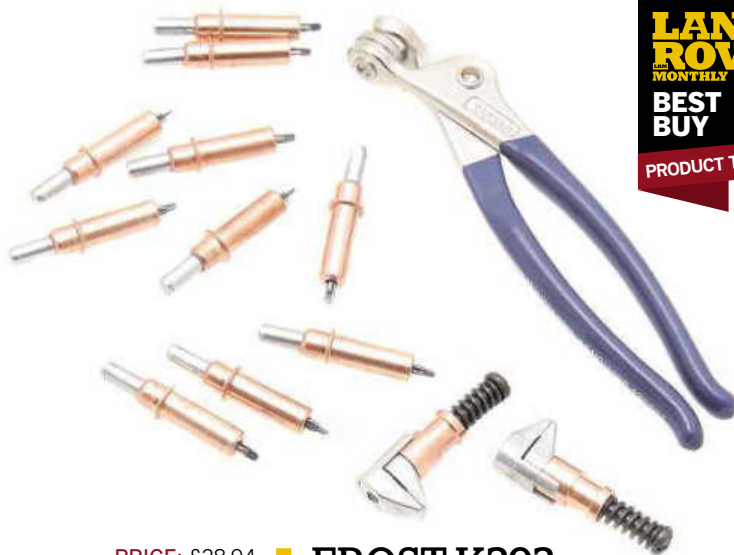
THE TESTS

QUANTITY: Our first three points concern the number of clamps supplied in each kit. Only products with at least six pieces get a full house here though.

VERSATILITY: Only clamps that are usable on edge work get this next point, and a further two points are for grabs for tools that position repair panels perfectly prior to butt welding. Another two points are available for sets that can secure typical lap welded repairs in position, such as plates or joggled joints. And the final point in this section only goes to sets with some form of fabrication function included – be that a folder, or even a corner joint former.

EASE OF USE: We tested each set of clamps out on a very reluctant to go together sill joint, and only tools that clamped the metal fully together easily got this next point. Up to two points went to the fastest clamps to use, and a further point is available for the most compact tools.

QUALITY: This final point is only awarded to well made clamps that are nice to handle and durable.



LAND ROVER MONTHLY
BEST BUY
PRODUCT TEST 2016

PRICE: £28.94

PRICE FROM: www.frost.co.uk

WEB: www.frost.co.uk

CONTACT: 01706 658619

PERFORMANCE: 10/14

IS IT WORTH THE MONEY? 6/6

OVERALL SCORE: 16/20

FROST K293

COMMENTS: Two tiny, but very heavily sprung, clamps are unbeatable for edge work duties. But it's the ten blind-hole clamps, which work almost like re-usable rivets, that are this set's masterstroke. When compressed with the pliers supplied, a narrow pin protrudes out of each clamp. After inserting the pin into a 3 mm hole, release the tension, and the pin widens and pulls – potentially trapping a suitably drilled repair patch firmly against the similarly drilled metal beneath. After welding, simply compress the clamps again and remove them. All in all, a foolproof way of securing patches anywhere prior to lap welding them on.

LAND ROVER MONTHLY
RECOMMENDED
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SEALEY AK6805

COMMENTS: Primarily designed for clamping the edges of two panels firmly together, and level, prior to butt welding up the gap in between them, these clamps have an extra feature that seriously improves their versatility. A couple of screw adjusters allow different gauges of steel (up to 3 mm difference in thickness) to be secured, whilst keeping the outer face of the joint completely flush. Handy if you err on the side of caution and prefer to use thicker than original steel for repairs. With a little adjustment, it's even possible to use these tools as simple clamps for edge work.

PRICE: £22.74

PRICE FROM: www.autosessive.com

WEB: www.sealey.co.uk

CONTACT: 01284 757500

PERFORMANCE: 7/14

IS IT WORTH THE MONEY? 6/6

OVERALL SCORE: 13/20

CLAMP ALTERNATIVES



- **Standard Self Grip Pliers** – All of us have at least one set, and they clamp just as securely as the two prong dedicated models. However watch out, on panels that require clamping firmly, a conventional tool's narrow jaw doesn't stretch the metal – making the area between the jaws meet, but with the rest of the flanged joint splayed open. The dedicated tool's larger jaws spread the load much more evenly.
- **C and G Clamps** – Although a bit of a faff for edge work, these popular clamps are often spot on for holding repair panels around even wide chassis members. If you're patching the bottom edge of a box section, it often pays to form a small flange to sit against the lower edges of its sides, too. As well as strengthening the joint, it also makes the panel much easier to clamp in place.
- **Market Clamps** – Effectively big heavy duty metallic versions of clothes pegs, these multi-purpose clamps are perfect for edge work. Their strong springs are normally sufficient to enable foolproof clamping, they're quick and easy to position and remove, and they tend to be much cheaper than other types of clamps. Obviously avoid the increasingly popular plastic ones, though, as they'll soon melt in close proximity to the weld.
- **Self-Drilling Screws** – A firm favourite of professional body workers and accident repairers, self-drilling self-tap screws allow a whole section of a vehicle to be built up prior to a single weld being made. This is particularly handy when an inner panel's position is critical for an outer panel to sit correctly. The area can be built up and checked. And, if it's not right, it's much easier to adjust the position of a screwed-on inner panel than one that's welded in place. In other words, welds are only made when every panel is known to be in exactly the right place. Although several professional outlets sell self-drilling screws for this purpose, many general DIY outlets are cheaper.



FROST INTERGRIPS

COMMENTS: Frosts' Intergrips are a firm favourite with classic vehicle restorers and, for many years, they were the only way of securing together two panel edges prior to butt welding. But as we've seen here, Sealey's AK6805 clamps work in the same way and do much the same job. Intergrips, however, are a simpler design with no form of adjustment to allow different gauges of metal to be clamped together. This also means they cannot be used for edge work, unless you stuff a small piece of blank steel into the other side of the tool to ensure the clamping force pulls evenly. On the bright side, though, you do get five in a set.

PRICE: £15.97

PRICE FROM: www.frost.co.uk

WEB: www.frost.co.uk

CONTACT: 01706 658619

PERFORMANCE: 6/14

IS IT WORTH THE MONEY? 6/6

OVERALL SCORE: 12/20



SEALEY AK68403

COMMENTS: We've already mentioned that one of the issues with most self-grip plier-style tools is their tendency to pull laterally as the jaws are clamped shut, which can misalign panels' flanges as they're brought together. Axial grip clamps utilise a broadly similar mechanism, but the shape of the tool prevents the unwanted lateral force and concentrates applied hand pressure into pure clamping power. This six-piece collection of axial grip tools is a must for serious welders, thanks to the quality of tools supplied and the variety of clamps on offer. But its premium price will pretty much rule it out of the hobby welder's armoury.

PRICE: £113.26

PRICE FROM: www.justoffbase.co.uk

WEB: www.sealey.co.uk

CONTACT: 01284 757500

PERFORMANCE: 9/14

IS IT WORTH THE MONEY? 1/6

OVERALL SCORE: 10/20



DRAPER 07219

COMMENTS: These tiny clamps are a great alternative to the more common self-grip plier-style tools. Their one limitation is that their jaws can only open up to a maximum of 7 mm apart, but in all other ways these are a step forward. Their diminutive size makes them usable where other clamps get in the way, and their swivelling edge tips means the clamping force applied is always true. In contrast, plier-type tools tend to pull themselves forward as clamping pressure is applied. As with plier-style clamps, these are only really suitable for edge work. But at least you get four, rather than three, for your money.

PRICE: £14.15

PRICE FROM: www.justoffbase.co.uk

WEB: www.drapertools.com

CONTACT: 0238 0494333

PERFORMANCE: 6/14

IS IT WORTH THE MONEY? 6/6

OVERALL SCORE: 12/20

WHAT'S IMPORTANT?

QUANTITY: Even the smallest welding jobs tend to be more complicated than they initially appear, and it soon becomes apparent that you simply cannot have enough clamps, especially when dealing with large panels and repairs. So the more clamps a set contains, the better.

VERSATILITY: We've already mentioned that an ideal clamp kit will deal with all kinds of welding joints and techniques you're likely to use on your Land Rover. This includes edge work, securing repair plates in place, splicing in panels prior to butt welding, and even lap welding joddled edges in place. Some kits go one better by including light fabrication tools, too, such as metal folders. Although a small three or four inch folding blade cannot compare with a standalone folder that's several feet long, these smaller ones are often adequate for forming flanges on small chassis repairs and the like.

EASE OF USE: In some areas, such as inside wheelarches, size is everything. And large unwieldy clamps soon get in the way. So we prefer the tools to be as



compact as possible. But a compact size mustn't be at the cost of strength – as it often takes considerable force to clamp panels together and hold them there. Our final ease of use consideration concerns speed. On long panel runs, such as inner to outer sill flanges, you'll need to constantly move the clamp as you move along. So fiddly, slow to move, products soon add up to big delays.

QUALITY: With the amount of metal dust, hammering, and heat surrounding welding work, any form of welding clamp needs to be well finished and durable to give a decent service life.



SEALEY AK6804

COMMENTS: A rather familiar looking set, due to them being practically identical to Draper's Best Budget Buy 07219. And that immediately makes the Drapers the better buy because they are almost a tenner cheaper for the same quantity. Though, as always with the price promotions led tool industry, make sure this is still the case before parting with any cash. So, to recap: these are a direct alternative to self-grip plier-style clamps. Benefits are their compact size, completely true parallel grip application, and that you get four in a set. The only drawbacks are the limited opening range – 7mm – and that you can only use them for edge work.

PRICE: £23.04

PRICE FROM: www.justoffbase.co.uk

WEB: www.sealey.co.uk

CONTACT: 01284 757500

PERFORMANCE: 6/14

IS IT WORTH THE MONEY? 6/6

OVERALL SCORE: 12/20



WELDERS CLAMP SET

COMMENTS: A no-nonsense set of conventional self-grip plier based welding clamps, covering the three most popular configurations. The main, two prong clamp, is nine inches long and speeds up tacking runs on long edge-work such as sill bottoms or door skin edges. When the clamp's in position, you can tack immediately either side of it, plus in the centre between the two grips. The 11 inch C clamp is great for positioning around obstructions, but has a limited max opening range. You certainly wouldn't be able to use it around something as wide as a chassis box section. Tool number three has a continual jaw, making it ideal as a clamp or a small metal folder.

PRICE: £16.00

PRICE FROM: www.thewelderswarehouse.com

WEB: www.thewelderswarehouse.com

CONTACT: 01908 699802

PERFORMANCE: 6/14

IS IT WORTH THE MONEY? 6/6

OVERALL SCORE: 12/20

CLARKE CHT103

COMMENTS: Slightly cheaper than the Welders Warehouse set, but basically more of the same. The three tool kit, once again, includes a two-prong clamp, a C-clamp, and a bending/folding clamp. But this set isn't quite as nicely finished as the Welders Warehouse version. We can accept the satin finish feeling a little rough, because it's prudent to always wear gloves when working with metal anyway. But the slight misalignment on the bending/folding clamp's jaws could produce infuriating results if you've just spent time cutting and forming a repair section – only for it to not fit due to a problem with a wonky folded over flange.

PRICE: £15.59

PRICE FROM: www.machinemart.co.uk

WEB: www.clarkeinternational.com

CONTACT: 01992 565300

PERFORMANCE: 5/14

IS IT WORTH THE MONEY? 6/6

OVERALL SCORE: 11/20



SEALEY AK67

COMMENTS: At nearly twice the price of the three-piece sets from Welders Warehouse and Clarke, how can Sealey justify this kit's premium price? Well, it has to be said that the tools are finished to a better standard. And they're a bit nicer to use, too. The C clamp, for instance, has swivelling jaw ends, making it easier to secure in place. And the jaws on the folding/bending clamp are that little bit longer, which is handy when using them to produce return flanges on repair sections such as chassis box bases. A final plus point is that the tools are supplied with a roll sleeve, which will far outlast the others' cardboard boxes.

PRICE: £27.95

PRICE FROM: www.tooled-up.com

WEB: www.sealey.co.uk

CONTACT: 01284 757500

PERFORMANCE: 6/14

IS IT WORTH THE MONEY? 5/6

OVERALL SCORE: 11/20



SIP 09530

COMMENTS: SIP's take on the three-piece, self-grip pliers, clamp set also comes with a handy rolled storage sleeve. But that's where the similarities with Sealey's AK67 end. Like Clarke's offering, these tools have a slightly rough feel to them due to their satin finish. More importantly, though, others have provided a better combination of sizes and features. The main two-prong clamp is nine inches long, the C-clamp eleven inches and the bending clamp just eight inches, with a corresponding reduction in the width of the, potentially very useful, bending jaws.

PRICE: £18.99

PRICE FROM: www.halfords.com

WEB: www.sip-group.com

CONTACT: 01509 500300

PERFORMANCE: 5/14

IS IT WORTH THE MONEY? 6/6

OVERALL SCORE: 11/20

DRAPER 81650

COMMENTS: Whilst this quality two-prong quality clamp is bigger than most, at eleven inches in length, it illustrates that buying clamps like this – individually – is an expensive business. Ultimately, this single tool costs only around a fiver less than a full set from Clarke or Welders Warehouse. Granted, similar clamps in those sets tend to be a couple of inches shorter, but the nine inches of leverage they produce is more than enough to press and hold steel flanges together. And whilst the tool's commendably smooth finish might partly justify its relatively premium price, it obviously doesn't improve usage in any way.

PRICE: £10.95

PRICE FROM: www.tooled-up.com

WEB: www.drapertools.com

CONTACT: 0238 0494333

PERFORMANCE: 4/14

IS IT WORTH THE MONEY? 6/6

OVERALL SCORE: 10/20



VERDICT

FROST'S BEST Buy K293 may be a slightly leftfield solution for retaining panels in place while welding, but it's the most versatile product here. The two conventional clamps in the kit are compact, fast and effective for edge work clamping. The ten blind-hole clamps involve drilling a series of 3 mm diameter holes which have to be welded up afterward, but they allow any shape of panel to be secured anywhere.

Sealey's Recommended AK6805 looks like Frost's venerable Intergrrips with extra adjustment. But thanks to corrosion or coatings on a panel's surface, it's rare that new metal is exactly the same thickness as the old metal you're attaching it to. If thicknesses are slightly different, Intergrrips won't hold the joint perfectly level. In contrast, AK6805's adjusters allow a flush joint. And they allow the clamps to be used for edge work, such as sill flanges.

Our final award winner is Draper's 07219. These mini clamps are as quick as self-grip pliers, but they're smaller and they don't exert lateral force. Given the price, it's easy to see why it took the Best Budget Buy.

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- > Mounting: Replaces PAR56 headlights
- > Mounting connector: H4 and H4 to H13 converter
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- > Function - Combination beam
- > Watts - 90W
- > Light source - 30 x 3W LED
- > Light output - 7500 Lumens



DA6295

120mm LED single light bar

- > Size - including bracket
- > H 98mm x W 174mm x D 91mm
- > Function - Spot beam
- > Watts - 18W
- > Light source - 6 x 3W LED
- > Light output - 1,500 Lumens



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01980 862092 or 07810 713755 (Salisbury)

DISCOVERY

1994, Discovery 300Tdi, good car, needs wheel arch repair, MoT Dec 2015, new repair section included, £375 ono. 07761 234010 (Halesowen)

SERIES III PICK UP

1974, Series III pick-up, no tax, very low insurance, refurbished by John Brown, cost £8995 June '14, since spent further £890, new rear cross member, respray, JB letter states "very good engine", seller buying Td5, £offers. 07906 739819 (Wivenhoe)



DISCOVERY 1

1998, Discovery 1, 2.5Tdi SE automatic, 131,000 miles, starts first time, every time, especially since the new engine and work we had done last year, our beloved Landy has unfortunately failed it's MoT and as we want to downsize anyway it's just not worth getting the work done, this a much-loved, well looked after family car, silver with slate grey interior and wood trim, 7-seater and is in excellent condition for her age inside and out, we spent around £1200 on her in the last two years with a view to keeping her long-term, this included new front brake pads and discs, water pump and a reconditioned engine of similar mileage (like-for-like swap and registered with DVLA including paperwork), new track rod ends, and exhaust silencer, spec for this car is excellent, includes fully functioning front and rear manual sunroofs (these are often welded shut - however ours are in perfect working order), electric windows (all function), security-coded stereo, electric mirror adjustment, folding rear seats, folding boot seats, alloy wheels, power steering, traction control, tow bar, roof rails, remote central locking (works on all but the driver's door - which requires the key - a common fault that we've not bothered fixing), plus alarm/immobiliser, four decent tyres, one brand new last year for MoT, includes all original paperwork, Land Rover manual, jack, tool bag, etc., all round a brilliant car and superb purchase for an enthusiast or anyone who can weld, it needs quite a bit of welding work underneath the body (non-galvanised unfortunately), vehicle is SORN currently so buyer will need to arrange for collection (although car drives perfectly so can be driven away), offers welcome as need this gone ASAP, £700. 07734 145513 (Sandbach)



DISCOVERY 1 300Tdi

1994, Discovery 1, 300Tdi, 172,000 miles, MoT and tax ended October 2015, was used daily, usual Discovery rot, needs boot floor and sill for MoT, very reliable, engine smokes a little, steering box leaks a bit, new clutch, tyres and windscreen in last year, £750. 07584 183900 (Stratford upon Avon)



DEFENDER 90 FOR SPARES

Defender 90, diesel, for spares, no gearbox, good diesel engine, some good panels, hard top, £500 ono. 01651 806306 (Aberdeen)

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DISCOVERY 1

1995, Discovery 1, two-door, very good runner, never been off-road, nice straight car inside and out, MoT 2016, 119,000 miles, £2650. 01799 541162 (Moffat)



DISCOVERY 1

1996, Discovery, 3.9 V8, Epsom Green, 7-seater, genuine 90,000 miles from new, Japanese import so relatively rust free, new tyres, MoT October 2016, great daily driver, no tow bar and never been off-road, very smooth and powerful, £2500. 07753 182882 (South Bucks)



SERIES III 88IN

1971, Series III 88in, tax exempt, next MoT due May 2016, no advisories, lots of work put into the vehicle last year, stainless steel exhaust, excellent runner, reluctant sale due to change of circumstances, £2995. 01642 722195 (Great Ayton)



SERIES III

1981, Series III, short wheel base, truck cab, 93,500 miles, very clean and tidy original example, the brakes have just been overhauled, there is no rust on the chassis, runs and drives great, £2850. 07973 601721 (High Wycombe)



DISCOVERY 2 TD5 ES

May 2000, Discovery 2 TD5 ES, engine and auto gearbox, excellent only 64,000 miles, five recon wheels, new Michelin tyres, bodywork very good, leather seats vgc, all electrics good, radio, CD, failed MoT on hydraulic pipes, fsh, one lady owner, £1500. 01263 711765 (Holt)



SERIES IIA SWB

1964, ex-British Army Series IIA, 12,000 miles, chassis and engine completely overhauled, LPG conversion, limited slip diffs, only rust is on top of bulkhead-repair panel available (included), rust is only minor, interior fine, soft top, has been completely rebuilt and used daily, new off-road tyres, 1500 Euro. 0032 0477 45 82 08 (Belgium)



RANGE ROVER EFI

1984, Range Rover EFI, 3528 cc, Green, petrol, left hand drive, stored in garage since 2007, £1050. 07929 763633 (Tonbridge)

SERIES III

1983, Series III, 4-cyl 2.2 diesel, it has been stored for the last ten years under blankets in a dry workshop, it needs a new rear diff and has two gearboxes with the sale, none fitted, the body work and chassis are in really good condition, the seats will need replacing and obviously perishables will need work to make it road worthy, priced due to excellent body and chassis for year, can send photos, £1500. 01278 723745 (Bridgwater)



DEFENDER COUNTY

1989, Defender County 4C, 200Tdi, 5-speed manual, 60,000 miles, damage to rear door and front wing, no structural damage, not listed as a repairable write-off, HPI clear, has no tax or MoT, engine starts, £1500. 07404 508154 (Wilcott)



SERIES IIA PICK-UP

1962, Series IIA pick-up, 36,000 miles, used for farming and agriculture, chassis is in good condition, petrol engine and gearbox are working okay, minor damage to bodywork all over, ideal classic Land Rover for restoration project, £1500. 07702 446693 (Llanidloes)

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RARE SERIES III

1982, rare Series III Hi-Cap, petrol, in original condition, 55,000 miles, MoT, has usual marks and dents for year, it does have some service, this is one of 17 left so is rare, £4500 ono. 07544 889163 (Brackley)



SERIES I STATION WAGON

1957, Series I 107, Station Wagon, LWB, totally original condition, 100,000 miles, the engine is a non-runner, seats and roof lining are worn and ripped or split, the aluminium bodywork is fair, underneath chassis will require some work, surface rust and minor cosmetic damage, this is a barn find, not much paperwork and very little information regarding history of this vehicle, £3000. 07448 101424



DISCOVERY 2

2002, Discovery 2 GS Td5, very good condition, clean inside and out, 89,820 miles, part service history, MoT until March 20016, three previous owners, was well looked after, Waxoyl treatment on chassis, good tyres all round, new battery, £4200.

01514 240031 (Widnes)



DEFENDER 110

1985, Defender 110, ex-MoD, running with a 200Tdi Discovery engine and Discovery transfer box making for a very useable Land Rover, 60,000 miles, hard top panels in the rear for keeping valuables and tools secure, it has its original full headlining, correct sliding door tops, lift up handles, I fitted a tailboard to the back and cut the door in half to make stable door in effect, I do still have the bench seats and the original window station wagon panels for the rear should you want to return to the original spec, inside seatbox, etc., is painted Limestone, tyres are okay, chassis is good, rear crossmember has a few small holes nothing disastrous, nearside rear quarter is a bit creased but okay, MoT due December 05 2015, rear axle needs pinion seal or the breather is blocked, had cam belt a couple of years back, I've owned her for eight years and it's a cracking truck, give me a call if interested, £4500. 07732 427325 (Faversham)



SERIES III STATION WAGON

1982, Series III Station Wagon, 88in, 2 1/4L petrol, blue/cream, 80,660 miles, had MoT in February with no advisories and only done 150 miles since then, Marshall Venture MT tyres in excellent condition, bodywork in smart condition for age, clean interior with carpeted roof, front and rear towing hitches, rear work lamp, new rear cross member and 1/4 chassis, repairs to windscreen pillars, foot wells and chassis, new washer pump and wiper blades, new battery, new fuel tank and alternator December 2013, £3250.

07867 527449 (Pulborough)



DEFENDER 110 TD5

1999, Defender 110 Td5 hard top, 150,000 miles, new clutch and dual mass flywheel, new turbo, front winch bumper with Warn 9000 lb electric winch, heavy duty springs and dampers, axle and gear box breathers, Mantec snorkel, plyboard in rear, two rotary roof vents, steel wheels with five Cooper Discoverer STT 265/75, oil and filters changed every 6000 miles, paperwork to show past MoTs and maintenance, 12 months MoT, £4650. 07745 394162 (Pulborough)

EX-MOD DEFENDER 90

1991, ex-MOD, Defender 90, 52,000 miles, good runner, used daily, 2.5 petrol engine, four nearly new tyres, MoT until Feb, should pass no problem next time, great condition for age, £3150, open to reasonable offers. 07815 675689 (Rugby)

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SERIES III SWB

1977, Series III SWB, finished in factory Marine Blue with various age related marks and a lovely worn patina on the wings and bonnet, recent new door tops, new radiator, new distributor, new carb, doors and catflap both lock with the original two sets of keys, 2286cc petrol engine, 12 months MoT, MoT paper history, dry stored 2006-2015, very original, three previous owners, last owner looking after it for 24 years, 46,000 miles, hardtop with the popular catflap and rear tailgate, £4695. 07775 203208 (Dereham)



DEFENDER EX-MOD

1986, ex-Mod soft top, n/a diesel, 135,000 miles, will sell with 12 months MoT, expired in Sept 2015, reliable starter, the Battery is under one year, good condition, new diff oils, £4500. 07891 402610 (Kettering)



SIIA LIGHTWEIGHT

1970, rare SIIA Lightweight, 12V 2.25 petrol, tax exempt, MoT, nut and bolt restoration in 2007 on new chassis, new bonnet, tyres and seat belts, in great condition, one of the best you will ever see, £7995.
01983 613480 (Isle of Wight)



FREELANDER TD4

2006, Freestyle Td4, 111,000 miles, 12 months MoT, good condition, full service history, £3250.
01228 576639 (Carlisle)

£5000 - £9999



DEFENDER 6x4

Defender 6x4, built on 150" galvanised chassis, 200Tdi engine, pto winch and hydraulic tipping rear body, used as a work vehicle by a tree surgeon, built in 2003 and re-registered in 2008 on a Q plate, 12 months MoT, £7500 or offers.
01536 394134 (Corby)



DEFENDER 110 TD5 MILITARY

2001, Defender 110 Td5, hard top, only 61,000 miles, rare model, no vat, good condition for the year, 5-speed, Ministry of Defence specification, alloy wheels, good tyres, regularly serviced by MoD, high visibility with four rear side windows, the MoD have a few green fleet Td5 models so this is a rare collector's item, usual extras, viewing essential, part exchange welcome, for further information call, £7995.
07415 001001 (Chesham)

SERIES III SWB

1981, Series 3, 88" hard top, fitted with 2.5 n/a Sherpa diesel engine which was rebuilt by previous owner and runs lovely, solid chassis, rear crossmember and dumb irons have been replaced, rebuilt brakes, swivels and wheel bearings, drives very nicely, MoT until December 2015, currently SORN, 13,000 miles, £3350 ono.
07436 791524 (Axminster)

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DEFENDER 127 AMBULANCE

1989, ex-RAF crash rescue Defender 127, V8 petrol with twin carbs, only three owners, first MoD then onto Jackson and Co for conversion then onto the ambulance charity that have now decided to de-fleet the vehicle, due to the nature of the owners involved, there is no proof of history, just had new rear shoes and cylinders for the MoT which passed 23/07/15, working fuel-fired heater in the rear, some time and effort required, all the paperwork is in order, £9250. 07810 634161 (Epsom)



SERIES IIA 88

1969, Series IIA 88in, working order, 36,800 miles, only two owners, little use in summer and garaged in the winter, soft top, petrol, can be delivered to Portsmouth or Poole, £5000.
07713 881119 (Jersey)



DISCOVERY 3

2006, Discovery 3, 7-seater, 67,000 miles, excellent condition, electric mirrors, electric windows, CD player, climate control, two electronic keys, full service history, this car has just had £5k spent on it and is in excellent running order, priced to sell, due to emigrating, £8995. 07581 495590 (Twickenham)

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DEFENDER COUNTY 300TDI

1996, P reg, Defender County 90 300TDi, 80,000 miles, fsh, every old MoT, the owner was 88 years and had it for last seven years, two sets of keys, original wallet/manuals, stainless A-bar, side steps, boost alloy wheels, superb chassis with no repairs, only been used as car in his ownership, stunning original paintwork, this is an original 90TDi which hard to find like this, drives superb with no whines/clonks or smoke, £9999. 07831 582211 (Brighton)



DEFENDER 90 TD5

2005, Defender 90 hard top Td5, very tidy land rover for sale, well kept and in good condition, 78,500 miles, full service history, MoT March 2016, Black Boost alloys, new stereo/mp3 system, £8995. 07495 605955 (Holme-on-Spalding Moor)



DEFENDER 110

1995, Defender 110, 197,000 miles, 12 months MoT, large history file, three former owners, some light scratches and age related marks, lots of work done, new part rear chassis and cross member, Waxoyled, high back rear seats, all fluids changed at correct intervals, rust-free bulkhead, £6350. 01295 770653 / 07437 572526 (Southam)



DEFENDER 90 TDI

1994, Defender, SWB, good condition reliable, 92,000 miles, BFG Goodrich tyres, new alloys, rock sliders, adjustable tow bar, mud flaps, snorkel, spare wheel bar to rear door, regularly serviced, £7250. 07821 024940 (Douglas)



DEFENDER 90 200TDI

1993, Defender 90 200TDi, 116,000 miles, new galvanised chassis, both footwells and door pillars replaced, disc brakes all round, brand new 2in lift kit, four new BF Goodrich All Terrains on KN Black Predator alloys, new power steering box, new starter motor, Le Salle Trim full headlining, MoT until Aug 2016, £7500. 07796 349996 (Lancaster)



DEFENDER 130 TD5

2000, Defender 130, Td5, 6-seater, aluminium back, one ton spring, good condition, Waxoyled 2006, MoT Jan 2016, 106,000 miles, £7775 ono. 07843 152183 (Ashton-under-Lyne)



DEFENDER 90 COUNTY

1999, Defender 90 County, SW, 300TDi, fairly good condition, six owners, MoT May 2016, 221,300 miles, steering gear guard, front and rear differential guards, four side facing rear seats, 50 mm tow bar, side steps, dog guard, CB radio, recent work includes: new rear half cross-member, exhaust system, new battery 2014, regularly serviced, until recently used regularly, other accessories available, £6350. 07521 798896 (Guildford)



FREELANDER TD4

2005, Freelander Td4 commercial van, with full dog guards in rear, steel wheels, very good condition, genuine 27,000 low miles, lady owner, no heavy usage, MoT June 2016, reluctant sale due to new baby, £5000. 07854 506739 (Stroud)



DEFENDER 110 HI CAP PICK-UP

Defender 110, Hi Cap pick-up, Td5, good all round, no welding, 140,000 miles, genuine reason for sale, re-advertising due to time waster, absolute bargain, £5500.0777 3171348 (Barrowford)



FREELANDER 2 HSE

Freelander 2 HSE, automatic, 59 reg, full main dealer service history, MoT Sept 2016, two previous owners, 96,000 miles, this is the HSE with all the extras, leather, air con, front and rear parking aids, removable tow hitch, Bluetooth, cd/radio, interior good, but some marks on rear headrests and repair to front of rear seat base, £offers. 07971 782626 (Worthing)



DEFENDER 110 COUNTY STATION WAGON

1999, Defender 110 County Station Wagon, Td5, 155,000 miles, in daily use, air conditioning, alarm, 5-seater, two front seats with large cubby box in between, two rear split 2/1, no seats in carry area, but seat belts still in place, carry area footwell filled in with chequer board plating, large lockable storage drawer on smooth runners lift off, lockable chequer board plating lid storage area, Dormobile tent conversion professionally fitted (fibreglass top with plastic tent sides) on hinge with gas struts to help lift (accessed from inside vehicle), fold-out solid floor for double occupancy, two sun roof fitments in fibreglass with fly screens for air circulation, alloy wheels, BF Goodrich all terrain tyres, spare wheel on rear door with brand new tyre, front roof rack, running boards, chequerboard plating on top wings, bonnet and edges, snorkel air intake, tow loops on front bumper, tow bar at rear, £6000. 07881 520231 (East Grinstead)

DRAPER Tools

IMPORTANT SAFETY NOTICE

As part of our ongoing quality monitoring procedures we have identified a potential safety concern with the Draper Expert Plasma Cutter Part No.IPC40 Stock No.78636.

It is possible for the yellow insulated sleeve which covers the torch/air hose connection to move and expose the connector, allowing a possibility of electric shock.

As a result, and to ensure user safety, we are voluntarily recalling the product from customers to check the insulated sleeve connection.

The machines affected would have been purchased since June 2015 and have an eight digit serial number where the first four digits are 1503.

Please contact our customer help line between 8.30am and 5pm Mon to Fri on 023 8049 4286 UK or +44 23 8049 4286 (outside UK) to make arrangements for the torch/air hose assembly to be returned for inspection/repair.

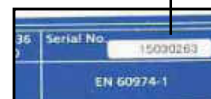
It is not necessary to return the machine itself. No other Draper Plasma cutters are affected.

We apologise for any inconvenience caused and thank you for your co-operation.



TORCH/AIR HOSE ASSEMBLY

1503





DEFENDER 90 200TDI

1993, Defender 90 2.5 200TDi, two previous owners, first being Derbyshire Fire Service for ten years, previously red, re-sprayed black in 2014, in great condition, been taken for a O6 plate on several occasions due to the plate lettering and due to its fantastic condition, 102,943 miles, low mileage for its age and hasn't been abused off road, includes four all-terrain tyres, rock sliders, chrome A-bar with chequer plate wing tops and passenger side snorkel along with four rear (folding) seats with power steering, recent works completed: recently had mid box and rear exhaust changed February 2015 along with a new intercooler, fuel pump also retuned at the same time, timing belt was replaced at 97,200 miles, new DAB remote control radio with USB connection included, other internal and external features such as indicator lights, light grilles, seat handles also recently replaced, rear cabin recently sound proofed and carpets fitted to the wing tops, new rear brake shoe set and front rear brake pipe along with associated fluid changes undertaken in October 2013, all features original and in great condition, includes, tow bar (not fitted at present) and rear door steps, every MoT test certificate since 1993, current MoT until late November 2015, viewing can be arranged by email mpk32@hotmail.com or phone, questions also welcome, no time wasters, only genuine interest, £6700, 078141 68589 (Stockport)



EX-MILITARY NATO 90

1986, Defender 90, ex-Military NATO 2.5 NA diesel, 91,456 miles, £1000's spent on it, PAS Conversion, Wolf wheels, respray, recon injectors and pump, new Mitchelin XZ1 tyres, MoT, solid chassis never welded, new cambelt, water pump, battery and radiator, always serviced, really clean example, £6895, 07901 106767 (Preston)

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DEFENDER 90 PICK-UP

2007, Defender 90, pick-up, one previous owner, 86,984 miles, good condition, five new Michelin tyres, Ifor Williams aluminium canopy, tow bar, part service history, 12 months MoT, listed as Cat D, had light front end panel damage, £9850, 07812 032519 (Upton upon Severn)



SERIES III

1978, Series III, reg TEE 402T, galvanised chassis, reconditioned cylinder head, timing chain, cam followers, pump and injectors, heater plugs, radiator, starter motor, battery, full rewire, diesel tank, exhaust, free wheel hubs, overdrive, front axle both swivel joints renewed, clutch kit plus master cylinder and slave, all copper brake pipes renewed plus master and four cylinders, rear tub new floor and cross members, bulk head rebuilt and new foot wells, all seats and seat belts, five new tyres, full MoT, 63,724 miles, email for rebuild photos northernmicroplant@gmail.com, £9750 ono, 07749 866756 (Manchester)



DEFENDER 90 PICK-UP

1999, Defender 90 pick-up, 47,000 very low miles, first class condition, 12 months MoT, regularly serviced, as nicer, genuine Land Rover as you'd find, drives like new, £9250, 07801 862278 (Northampton)

OVER £10,000



FIRE AND ICE DEFENDER 110 TD5 SALE PRICE £25,000

- Upgraded Terrafirma shock absorbers and springs fitted.
- Mantec snorkel
- North American Style rear lights
- Clear halogen headlamps, XS Grille, and NAS front lights
- Heavy Duty steering arms and Terrafirma RTC steering damper
- Tech Series 7000 roof light bar and Procomp 130w 6" lights.
- Our own 'Outback' front winch bumper with DRL
- Tech Series rear winch bumper
- Tech Series spare wheel carrier
- Superwinch Talon winch and synthetic rope
- Exmoor Trim Outlast Canvas
- Comfort seating
- Dynamat sound proofing installed
- Daytime Running Lights

This 110 has undergone extensive preparation, for full details visit our website.

01258 840889
douglassmotors.co.uk



RANGE ROVER SPORT

2007, Range Rover Sport, 2.7 V6, automatic diesel, 62,000 miles, fsh, last serviced August 2015, MoT July 2016, good condition, two owners including myself, £13,800, 07976 931110 (Bedford)



DEFENDER 110 COUNTY HARDTOP

2003, Defender 110 Td5 County hard top, good condition, full history, all electric, cruise control, JE upgrade stage 1, tow gear, side bars, diff, steering protection, Cooper Max Discovery Armour Tech tyres, Rhino three quarter roof rack, raised air intake, used for camping, 68,000 miles, MoT June 2016, taxed, £11,995, 07816 113977 (Blackpool)

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DEFENDER 90 TD5

53 plate, Defender 90 Td5 90, remap stage 1, 115,000 miles, excellent condition and runs perfectly, serviced religiously and always looked after to the greatest degree, full service history, MoT carried out in October, two previous owners, loads of extras including de-cat downpipe, EGR blanking plate, fully lined with Dynamat, new performance brakes (within 5000 miles), full service completed this year at 100,000, brand new driver's side swivel housing assembly, Terra Firma heavy duty standard lift suspension, Bearmach rear 110 springs (because I have a roof tent fitted), snorkel, ECU moved to centre of front seats, Sawtooth alloys, BFG AT 265/75 R16 tyres, roof and wheel arches painted Santori Black, Terra Firma exterior coil return to centre steering damper, heavy duty tracking rod and drag link fitted less than 500 miles ago, standard interior lining, records kept and available, runs brilliantly, £11,750 ovno. 07921 096978 (Salisbury)



DEFENDER 110 CWS

2006, Defender 110 CWS special vehicle XS Td5, 9-seater, in excellent condition throughout, 74,500 miles, half leather seats, electric front windows, remote central locking, privacy glass, tow pack, alloy wheels, air conditioning, ABS, FSH, A-bar with spot lights, steering guard, chequer plate, alarm, all factory fitted, a very good Defender, £15,500. 07813 464587 (Eastbourne)



DEFENDER 90 COUNTY SWB

2005, Defender 90 County, 2.5 Td5 engine, SWB, this is a stunning Land Rover, it turns heads and everyone loves it, best one I have seen for sure, perfect for the winter time, only done 39,000 miles, just serviced, chassis has been fully galvanised, MoT August 2016, it has been lifted with colour-coded new springs and shocks, snorkel kit, front nudge bars on a winch bumper, roll bars over cab and solid side rails under doors, Land Rover Husky winch with Dyneema Bow rope with 75 foot reach controlled by a remote on long cable to operate from the cab, five All-Terrain Goodrich tyres on powder coated alloy wheels secured with locking wheel nuts, recently had full respray in G4 orange and gun metal grey, bonnet, bulk head and hard top from newer models, height adjustable tow ball and pin, rear light protectors, clear light lenses all round, front spot lights and rear LED work light, aluminium chequered plate either side of bonnet, limited edition leather Land Rover Recaro bucket heated seats, only 200 pairs ever made, check them out on eBay (listed brand new at £3,760 each), chequered plated floor in the back with Defender rubber mats and two leather bench seats and front centre seat with seatbelt and cover, 7-seater, CD/radio with amp running 6x9s and good front Pioneer speakers, sunroof, electric windows, heated seats and windows, power steering, central locking on key fob, alarmed with bulkhead fitted, loads of recent work completed and extras included, call for details, any extra questions, information or to arrange a viewing, serious buyers only please, cleared funds before vehicle leaves or full cash payment upon collection, £15,995. 07423 565549Beccles



DEFENDER 110 DOUBLE CAB

2005, 05 plate, Defender 110 double cab, 2.5 Tdi pick-up, gamekeeper, four-door, no VAT, Coniston Green, with contrasting grey and black trim, I for Williams canopy, colour-coded, 114,000 miles, one previous owner used on a country estate, 12 months MoT, maintained to the highest standard, fully Waxoyled throughout, black powder-coated wheels with new tyres and chequered plate sill trim, tow bar, electrics, CD and radio with uprated speakers, Power Assisted Steering, five-speed close and high ratio gearbox, great off-road and in snow, pulls like a train, we have carried nine people no problem across fields, it has a few light scars and scratches which is usual for a vehicle of this nature, it will be hard to find one in this great working order and condition for year, will be sad to see it go, only done few thousand miles a year with us, it has been a pleasure owning it for the last four years, part exchange considered van, car or motorcycle, call Ian for more info, £10,950. 07985 395337 (Lanchester)



DEFENDER 90 TD5

2001, Defender 90, Td5, silver, 89,000 miles, one owner from new and lots of service history, viewing is highly recommended, £10,500. 07831 675821 (Salisbury)



DEFENDER UTILITY 110

2007, Great Defender Utility 110 TDCi, 113,000 miles, fsh, recent new clutch, EGR valve, MAF sensor, fuel pump and gearbox overhaul, electric windows, air conditioning, heated seats, central locking, alloys, the truck has been sound-proofed and I have had a rear sliding drawer and shelf put in, loads of extras fitted, digital radio, cargo nets, seat rails, cubby box, Parrot hands-free kit, MoT until June 2016, only two owners, drives fantastic, please feel free to come and have a test drive, no VAT, £14,500. 07932 005561 (Warwick)



OVERLAND DISCOVERY 3

2008, Overland prepared Discovery 3 SE, 77,000 miles, MoT until June 2016, cam belt and high pressure fuel pump belts have been changed, vehicle is sold without the roof tent or fridge - these can be purchased separately if required, twin battery system by National Luna, A-bar with driving lights, rear wheel carrier, 88 litre additional fuel tank, on-board water system, additional power sockets front and rear, full underbody protection, Koni FSD dampers, Foxwing awning and front runner, full length roof rack included, all roof rail fixings on the car have been reinforced, Cooper tyres 245/70/R17 on Maxtrax alloys, also set of Vredestein Sessanta road tyres 255/55/R19 on Land Rover alloy wheels, full details and more photographs can be found at: <http://meliscatudio.co.uk>, £19,995. 07921 575905 (Macclesfield)

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DEFENDER 90

1987, Defender 90, 1987, 2.5TD, Metallic Blue, 193,000 miles, 12 months MoT, serviced, this vehicle has had a photographic nuts and bolts restoration, bare metal respray and has had £10k spent on it with receipts, 20" Range Rover Storm Alloys, with four new tyres, hub adaptors, chrome wheel nuts and locking nuts, lowered one inch, Terrafirma extended wheel arches, full cream leather interior including cream leather bucket seats, two rear seats, new front doors and rear doors with hinges and handles, chassis, bulkhead solid and undersealed, rear cross member replaced 2009, interior and engine bay sound-proofed, Exmoor Trim carpets throughout, sunroof, tow bar (twin electrics), new tub cappings, side steps, alloy gear knobs, sports steering wheel, power steering, Raptor glove box, centre radio console incorporating sat nav/DVD/radio, new rear door card, bumper and end caps, chequer plate throughout, new lights all round, privacy glass all round, KBX side air intake, carbon fibre door mirrors, new window seals all round, new radiator, electric fan, fuel pump, clutch master slave cylinder, brake pads front and rear, steering guard and rear diff guard, Extreme steering dampner, matching chassis and engine numbers, partial history, serious callers only please, £10,000.
07739 952662 (Dunfermline)

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HERITAGE DEFENDER

2000, Genuine Heritage Defender 90, Td5, perfect condition, 87,000 miles, fsh, full leather and air conditioning, no rust, unmodified in any way, as built by Land Rover, unmarked paintwork straight body panels, unmarked leather seats, facing the correct way in the rear, this is now for sale due to lack of use caused by my steam engine and grandchild, the best looking Defender ever built, £16,995.
07745 131990 (Cheshire)



DEFENDER 110 COUNTY

2005, Defender 110 County Station Wagon, 2.5 Td5, 9-seater, 104k miles, Alveston Red Metallic, Land Rover independent specialist service history, two previous owners, just serviced, 12 months MoT (no advisories), excellent condition, A-Bar and spots, side steps, ball and pin tow bar and rear step, 16" LR Boost alloys in graphite grey, BF Goodrich 285/75/R16 M/T KM2 tyres, all with good tread (spare unused), sports steering wheel, Parrot bluetooth car kit, sale includes the following new parts that I have not had time to fit: pair of BB Classics bucket seats in red/black cross stitch inc runners, Trek Overland three-piece steering guard, roof light bar (all still in original packaging), £13,995 ono
07737 621692 (Biggleswade)

FOR SALE

RUBBER MATS

Full set of genuine rubber mats to fit Discovery 3 or 4, good condition, £100 ono.
01204 708687 (Bolton)

GOODYEAR TYRES

Three 255/55/19 Goodyear tyres, brand new with one brand new 19" wheel, all unused to fit discovery 4 GS, £500.
01204 708687 (Bolton)

25TDIENGINE

100,000 miles, excellent runner, new timing belt and starter, collect (pallet loading), £300, other parts include reconditioned transfer case, radiator, handbrake, Series IIIA leather seats.
0776 0712 675 (Exeter, Devon)

DESK

Bespoke beautiful desk made from genuine Series 3 front, must be seen to be appreciated, would look stunning in any office or reception, coach finished

and awaiting a new owner, with working LED front lights, 760 mm high approx, 1500 mm wide and 1200 mm deep, very practical desk, £1000
07867 670623 (Saltcoats)

SIDE CAGES

Ifor Williams 8x5 tipper side cages, £2500.
07931 857604 (Rochester)

WINCH

Superwinch Husky EW8 on heavy duty Defender front bumper, needs some refurbishment, buyer to collect, sensible offers please.
07773 150864 (Twickenham)

SIDE STEPS

Discovery side steps, part no. STC8130ABLV, genuine Land Rover part, excellent condition, £60 with some fittings.
07960 538909/0116 286 7952 (Leicestershire)

WANTED

TEDDY BEAR

Wanted to complete collection, first Land Rover teddy bear with Barbour coat, flat cap and Burberry scarf, any reasonable price considered, reply in first instance to grumpyoldsod123@gmail.com

DEFENDER WOLF PARTS RADIATOR GRILL

Wimik 90 front radiator grille, front wheel carrier, rear wheel carrier, front bonnet wheel carrier, sprung-loaded aerial base, Warn 9000 lb 12-24 volt low-profile electric winch, five tubeless Wolf rims, all terrain 235/85/16 tyres, 24 volt starter; alternator, whatever you have, no copies.
07931 857604 (Rochester)

CERTIFICATE OF CONFORMITY

Certificate of Conformity required to be able to submit a 90" 300Tdi Defender for Individual Vehicle Approval by the DVLA, the vehicle is a circa 1998/1999 model that I have built from parts.
Email tominthwind@gmail.com and tell me how much you want for it.

WANTED

Certificate of Conformity required, to be able to submit a 90" 300Tdi Defender for Individual Vehicle Approval by the DVLA. The vehicle is a circa 1998/1999 model that I have built from parts.
Please E-mail tominthwind@gmail.com and tell me how much you want for it.

STOP PRESS



DEFENDER 110 COUNTY

2006 Station Wagon, 9/10 seater, 2.5 Td5, black, vehicle 51,300 miles, full engine replaced under warranty by Land Rover main dealer at 24,000 miles (so new engine just 27,000 miles). Full LR main dealership annual service 2 Nov 15 and new 12 months MOT, and 2 Nov 14 etc. One previous owner. Alloys and BF Goodrich tyres, and also set of summer tyres, ball & pin tow bar, chassis re-wax / painted every two years, all excellent condition, new Panasonic CD/Radio/Ipad/Bluetooth hands-free phone, personalised number K9 FCT can go with it. Txt for more photos. £15,500 fixed price. Fiona on 07801 669976 (Dumfries)



DEFENDER 110

Land rover Defender 110 hi.cap pick up Td 5 good all round no welding. 140000 miles genuine reason for sale re .advertising due to time waster absolute bargain £5250 Tel. 07773171348.



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AUCTION TREASURES

Tempting leaf-sprung classics come under the hammer

Story: Dave Phillips

WITH SENSIBLY-PRICED Series Is rarer than a rust-free rear crossmember, it's later Series models that are now attracting the clued-up buyers.

The latest Classic & Vintage Cars sale by auctioneers Brightwells saw a lovely line-up of leaf-sprung Land Rovers come under the hammer. The pick of the crop was a grey 1969 88-inch Series IIA in original condition, with just four owners and 105,000 miles from new. It was expected to fetch £7500 to £8500.

Bidders looking for a roomier vehicle would have bid for a red 1982 LWB Series III Safari, with four owners, full service history, 16 old MoT certificates and a mere 104,000 miles on the clock. The sale estimate was £4000 to £5000.

For collectors of rarities, the 1980 Stage One V8 was the ideal buy. It had spent most of its life on a caravan park and had just 62,000 miles on the clock. A hard top in blue and white, its estimate was £3500 to £5000.

Arguably the prettiest of the lot was a pale green 88-inch Series III, first

registered in September 1983 and looking as good as the day it left the factory. With a recent engine overhaul and new gearbox, the estimate of £5500 to £6500 was reasonable. In fact, with Series III prices still heading upwards, it could be seen as an investment.

Finally, for those who love nothing better than a project, the 1960 88-inch Series II Safari must have been practically irresistible. Series IIs, built from 1958 to 1961, are much rarer than the Series IIA that replaced them. This example was one of just 4545 RHD petrol models produced at Solihull in 1960.

Its most recent MoT expired in 2009, but it was still a runner. And the totally original paintwork, with its hard-earned patina of age, would have been another draw for the bidders, who were expected to pay between £2500 and £3000.

There were also three Range Rover Classics for sale at the auction, which was due to take place after this issue of *LRM* went to press. To see the prices realised, go to www.brightwells.com





EARLY SERIES I

80" – 1948 TO 1953

THIS IS where it all began. The original 80-inch Land-Rover now fetches big prices for really good ones. Even barn-find derelicts fetch good money for restoration projects. The earlier and more original, the better. 1948-50 examples are the most sought-after, with pre-production and historic examples the most desirable. Post-1950 models offer the best value. The Holy Grail of Land Rovers is the "lost" centre-steer prototype from 1947 – if it still exists, that is.

BUYER'S TIP: Series I Club offers parts and advice.

SPECIFICATIONS

1948-1951: 1.6-litre four-cylinder petrol, 55 bhp, 83 lb-ft torque. Four-speed manual, two-speed transfer box with permanent four-wheel drive (to 1950), later selectable.
1951-1953: 2-litre four-cylinder petrol engine, 52 bhp, 101 lb-ft.

PRICE GUIDE

Project: £2600 – £6600
Average: £6600 – £7200
Good: £7200 – £16,000
Excellent: £16,000 – £50,000+



LATER SERIES I

86", 107", 88", 109" – 1953 TO 1958

LATER SERIES Is aren't so pricey, but they still aren't cheap. However they are more user-friendly and easier to drive, too. The distinctive 107-inch Station Wagons, which look like they're built from giant Meccano, are extremely sought-after, and fetch good prices. The long wheelbase pick-ups represent very good value. Check any prospective purchase for rust – an inherent problem with all early (and many later!) Land Rovers.

BUYER'S TIP: There's never been a better time to buy.

SPECIFICATIONS

2-litre four-cylinder petrol engine, 52 bhp, 101 lb-ft torque. Also, from **1957**, 2-litre four-cylinder diesel, 52 bhp, 87 lb-ft torque. Four-speed manual, two-speed transfer box with selectable four-wheel drive.

PRICE GUIDE

Project: £2000 – £4100
Average: £4100 – £6500
Good: £6500 – £15,000
Excellent: £15,000 – £50,000+



SERIES II/SERIES IIA

88" AND 109" 1958 – 1971

IN 1958 the Series I was replaced by the more rounded Series II – the classic Land Rover shape that you still see today in the Defender. Values of Series IIs are rising sharply – pre-1961 and MoT-exempt models especially. Some have been retro-fitted with Tdi engines, which help them keep up with modern traffic. A SII should be a good ride. If it isn't, check the leaf springs aren't badly rusted and seized – and consider replacing with parabolics.

BUYER'S TIP: Short wheelbases are great everyday drives.

SPECIFICATIONS

1958: 88s, diesels to 1961 and all transmissions same as Series I.
1958-1971: 2.25-litre four-cylinder petrol, 77 bhp, 124 lb-ft torque; 2.25-litre four-cylinder diesel, 62 bhp, 103 lb-ft torque. **1967-1971** (109 only): 2.6-litre six-cylinder petrol, 81 bhp, 132 lb-ft torque.

PRICE GUIDE

Project: £1000 – £2300
Average: £2300 – £3800
Good: £3800 – £6000
Excellent: £6000 – £14,000



SERIES III

88" AND 109" 1971 – 1985

JUST TEN years ago you could still pick up cheap and cheerful Series IIIs, but not any more. Yet IIIs still make affordable restoration projects, as parts are reasonably priced and readily available. The simplicity of the design makes them ideal for the home mechanic. Tidy originals command higher prices. The Stage One V8 is particularly sought-after, the ultra-rare short wheelbase version even more so. Look after your Series III and it will hold its value.

BUYER'S TIP: Affordable classic with parts still plentiful.

SPECIFICATIONS

2.25 petrol/diesel and transmissions as Series IIA, 2.6 six-cylinder produced up to **1979**. **1979-1985 Stage One V8** (109 only): 3.5-litre V8 petrol, 91 bhp, 166 lb-ft torque. LT95 four-speed manual with permanent 4WD.

PRICE GUIDE

Project: £700 – £2000
Average: £2000 – £3600
Good: £3600 – £6000
Excellent: £6000 – £14,000



MILITARY LIGHTWEIGHT

88" SERIES II AND SIII 1968 – 1984

THE AUSTERE version of the Series Land Rover, built for the armed forces. In 1972 the military Series III got the same mechanical upgrades as the civilian model, including a five-bearing petrol engine and improved gearbox with synchromesh on all forward gears, as well as an alternator to replace the old dynamo. Today, Lightweights are in high demand with enthusiasts, so expect good ones to fetch serious money.

BUYER'S TIP: Always in demand and rising in value.

SPECIFICATIONS

2.25 petrol engines and transmissions as for Series IIA and Series III

PRICE GUIDE

Project: £1300 – £2500
Average: £2500 – £6100
Good: £6100 – £8000
Excellent: £8000 – £18,000





RANGE ROVER 1 (CLASSIC)

1970 TO 1996

EARLY THREE-DOOR examples command serious money and rarity, together with classic car collectors, are pushing prices up even further. But rust is the biggest enemy and steel body panels are getting difficult to source. V8s are expensive to run, but the later Tdi diesels are reasonably frugal. Later models certainly represent the best value and prices are rising, with high-spec versions like the Vogue SE or 4.2 LSE the most desirable.

BUYER'S TIP: A truly driveable classic.

SPECIFICATIONS

1971-1983: 3.5-litre V8, 125 bhp, 185 lb-ft torque. **1986-on** 3.5 EFI: 165 bhp, 206 lb-ft. **1989-1996:** 3.9 EFI V8, 185 bhp, 235 lb-ft or 4.2, 200 bhp. **1986-1992:** 2.4 VM turbo diesel, 112 bhp, 183 lb-ft, later 119 bhp 2.5.

PRICE GUIDE

Project: £1800 – £3100
Average: £3100 – £5200
Good: £5200 – £7500
Excellent: £7500 – £100,000



FORWARD CONTROLS

SERIES IIA, IIB – 1962 TO 1972; 101 – 1972 TO 1978

THE SERIES IIA and IIB models were aimed at the civilian market: big capacity payloads for farmers and builders, but blighted by under-powered 2.6-litre six-cylinder petrol engines. The later 101 Forward Control – a big beast in every respect – was a no-nonsense military gun tractor with typical V8 petrol thirst. Some parts can be pretty hard to find, but there is fantastic back-up from clubs, with loads of fellow enthusiasts. But do you have the room on your drive?

BUYER'S TIP: Expensive to run – and buy.

SPECIFICATIONS

SIIA/IIB: 2.6-litre six-cylinder petrol, 81 bhp, 132 lb-ft torque. **101:** 3.5-litre V8 petrol, 128 bhp, 185 lb-ft torque. Four-speed LT95 gearbox with permanent four-wheel drive.

PRICE GUIDE

Project: £2400 – £3800
Average: £3800 – £5400
Good: £5400 – £8100
Excellent: £8100 – £17,000



NINETY/ONE TEN

1983 TO 1990

THE VERY first of the coil-sprung utilities still retained the 2.25 engines from the outgoing Series III, but they were soon replaced by 2.5 units, plus an 85 bhp turbodiesel in 1986. Many are now retro-fitted with later Tdi engines. If not looked after, they are prone to rust, but good ones defy the years and continue to perform, and there's no shortage of spares. Prices are rising – not least because those over 25 years old ones can be legally exported to the USA.

BUYER'S TIP: Early models in original condition are rare.

SPECIFICATIONS

1983-1985: Engines as Series III/ Stage One V8. LT77 five-speed fitted to four-cylinder models. **1985-1990:** 2.5-litre petrol, 80 bhp, 129 lb-ft torque; 2.5 diesel, 68 bhp, 113 lb-ft; 3.5 V8 petrol, 113 bhp, 185 lb-ft, 134 bhp from 1986. LT85 five-speed fitted to V8 models.

PRICE GUIDE

Project: £1600 – £2900
Average: £2900 – £4100
Good: £4100 – £6100
Excellent: £6100 – £13,000



DISCOVERY 1

200TDI/300TDI/V8 – 1990 TO 1998

LAND ROVERS don't have to be expensive. If you're looking for a deal, the Disco 1 is very affordable. It is a capable off-road and refined too, but rust is a massive problem. Of course if you're handy with a welder, there's nothing that can't be sorted. Check out the floor, sills and inner wings. If regularly serviced, 200Tdis and 300Tdi engines are pretty bulletproof. Prices starting to rise now as collectors snap up good early examples.

BUYER'S TIP: Getting rarer, but still good ones out there.

SPECIFICATIONS

200Tdi: 1989-1994. 2.5-litre turbo diesel. 111 bhp, 195 lb-ft torque. LT77S five-speed transmission. **300Tdi.** 1994-1998. 2.5-litre turbo diesel. 111 bhp, 195 lb-ft torque. R380 five-speed transmission. V8s as Range Rover Classic.

PRICE GUIDE

Project/trade: £300 – £800
Average: £800 – £2300
Good: £2300 – £3900
Excellent: £3900 – £6300



DEFENDER 200TDI

1990 TO 1994

DESIGNED FOR the Discovery, Land Rover's 200Tdi engine also ended up under the bonnet of the Ninety and One Ten, which were renamed Defender 90 and 110 to avoid confusion with the new model. This was the beginning of the golden era of Defenders and many would argue the greatest vehicles ever built. Recent owners will be pleased to hear there is a plentiful supply of engines and gearboxes from scrapped Discoverys of the same era.

BUYER'S TIP: Try to find one on a galvanised chassis.

SPECIFICATIONS

2.5-litre turbo-charged, direct-injection diesel. 107 bhp, 195 lb-ft torque. LT77S five-speed transmission.

PRICE GUIDE

Project: £2500 – £3500
Average: £3500 – £6000
Good: £6000 – £12,000
Excellent: £12,000 – £35,000



RANGE ROVER 2 (P38A)

1994 TO 2002

BETTER THAN some would have you believe, the second-generation Range Rover's reputation for unreliability is sometimes undeserved. For a luxury 4x4, prices are very low. No serious rust issues to speak of and if you are handy with electrics and a laptop computer, you can use diagnostic software to solve most problems. The only downside: replacement parts can be pricey. The diesel option is a BMW six-pot turbo.

BUYER'S TIP: A lot of luxury for not much money.

SPECIFICATIONS

4.0: 4-litre V8 petrol, 185 bhp, 235 lb-ft torque. **4.6:** 4.6-litre V8 petrol, 225 bhp, 277 lb-ft torque. **2.5:** 2.5-litre six-cylinder turbo diesel, 134 bhp, 199 lb-ft torque. R380 manual or ZF four-speed auto, permanent four-wheel drive.

PRICE GUIDE

Project/trade: £300 – £800
Average: £800 – £2000
Good: £2000 – £3400
Excellent: £3400 – £6700



FREELANDER 1

1997 TO 2006

AN AFFORDABLE entry-level Land Rover, but looking dated now. The 1.8 petrol engines are troublesome and best avoided. We'd opt for the more reliable diesel, which is economical and mechanically simple, but make sure it has been properly serviced, with particular attention to timing belt renewal. The later TD4 is more complicated but is chain-driven so no timing belt worries. Best news of all: Freelander has no rust issues to worry about.

BUYER'S TIP: Td4 diesel is a great secondhand buy.

SPECIFICATIONS

Petrol: 1.8-litre four-cylinder petrol, 118 bhp, 121 lb-ft; 2.5-litre V6 petrol, 177 bhp, 177 lb-ft torque. **Diesel:** 1997-2000. 2-litre Rover four-cylinder turbo diesel, 96 bhp, 155 lb-ft torque. R380 five-speed transmission. 2000-2006: 2-litre BMW Td4, 110 bhp, 192 lb-ft.

PRICE GUIDE

Project: £300 – £650
Average: £650 – £1700
Good: £1700 – £3000
Excellent: £3000 – £5600



DEFENDER 300TDi

1994 TO 1998

WHEN THE Discovery 1 received the refined new 300TDi engine, so did its Defender stablemate. Reliable, simple and easy to modify, these Defenders are as popular as ever. LWB 110s are usually cheaper, with the short wheelbase 90s in biggest demand. Good ones hold on to their value and will always be easy to sell. The 300TDi is a legendary lump that is good for 250,000 miles if properly serviced, with timing belts changed at correct intervals.

BUYER'S TIP: To many it's still the most desirable Defender.

SPECIFICATIONS

2.5-litre turbocharged, direct-injection diesel. 111 bhp, 195 lb-ft torque. R380 five-speed transmission.

PRICE GUIDE

Project: £2700 – £3600
Average: £3600 – £6200
Good: £6200 – £12,000
Excellent: £12,000 – £40,000



DISCOVERY 2

1998 TO 2004

THE DISCOVERY 2 retained the stepped-roof looks and basic shape of its predecessor, but got an improved chassis, bodyshell and suspension, along with new engines and axles. It was the best-handling Land Rover in its day and there are plenty to choose from. V8 petrols are expensive to run, Td5 diesels economical. The bodies last well, but the chassis is prone to severe rusting – luckily this can usually be sorted by a competent welder.

BUYER'S TIP: Check that chassis for corrosion.

SPECIFICATIONS

Td5: 2.5-litre five-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. **V8:** 4-litre V8 petrol, 185 bhp, 235 lb-ft torque. R380 manual or ZF four-speed auto, permanent four-wheel drive.

PRICE GUIDE

Poor: £1000 – £1500
Average: £1500 – £2300
Good: £2300 – £3700
Excellent: £3700 – £6500



DEFENDER TD5

TD5 – 1998 TO 2007

THE FIVE-CYLINDER Td5 was the last Land Rover-derived diesel engine and it has proved pretty bulletproof over the years. Now in great demand as prices for all Defenders steadily rise. There are a good number of special editions to choose from and, if you are looking for a utility vehicle, a healthy amount of truck cabs and hard tops are always on sale. Reliable, but check service history.

BUYER'S TIP: Check for rear crossmember rust.

SPECIFICATIONS

2.5-litre five-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. R380 five-speed transmission, permanent four-wheel drive.

PRICE GUIDE

Poor: £4100 – £5000
Average: £5000 – £7100
Good: £7100 – £12,000
Excellent: £12,000 – £17,000





RANGE ROVER 3 (L322)

2002 TO 2012

THE THIRD-GENERATION Range Rover remains a vehicle to aspire to own. Earlier examples are very affordable, but don't underestimate the running costs – especially from the petrol V8s. The Td6 is, of course, less thirsty. Drivetrain and electric problems are common now, although most electronics can be sorted with modern diagnosis equipment. When L322s start to go wrong, they get very expensive. Parts aren't cheap, either.

BUYER'S TIP: Prices tumbling – but not cheap to run.

SPECIFICATIONS

2002-2005: 4.4-litre BMW V8 petrol, 282 bhp, 325 lb-ft torque.
2002-2007: 3.0-litre BMW Td6 turbo diesel, 177 bhp, 287 lb-ft torque.

PRICE GUIDE

Poor: £3500 – £4200
Average: £4200 – £6500
Good: £6500 – £7700
Excellent: £7700 – £31,000



DISCOVERY 3

2004 TO 2009

WITH A production run of just five years before it was replaced, the Discovery 3 is the shortest-lived Land Rover model of modern times. Early models suffered reliability issues, usually caused by water ingress into the electrics. Running costs are high on the thirsty (ex-Jaguar) 4-litre V8 petrol models, but the vast majority of models on the secondhand market are economical 2.7 V6 diesels, which offer sensible running costs. No rust issues.

BUYER'S TIP: Check for full service history.

SPECIFICATIONS

2.7-litre V6 turbo diesel, 190bhp, 324 lb-ft torque.
4.4-litre V8 petrol, 300bhp, 313 lb-ft.

PRICE GUIDE

Poor: £4000 – £5000
Average: £5000 – £7800
Good: £7800 – £9500
Excellent: £9500 – £14,000



RANGE ROVER SPORT 1

2005 TO 2013

THE SPORT fulfils the fast premium 4x4 segment with style. It shares the same platform as the Discovery 3/4 and is just as impressive off-road. A great long-distance cruiser and entertaining on the right roads. If you need a load-lugger though, the more versatile Discovery is better. Tyres, brakes and suspension tend to have a hard time, so buy carefully. Despite being replaced by the second-generation Sport, early models still popular. But are they beginning to look dated?

BUYER'S TIP: Good ones still in demand.

SPECIFICATIONS

2005-2009: 2.7-litre V6 turbo diesel, 190 bhp, 324 lb-ft. 4.4-litre V8 petrol, 300 bhp, 313 lb-ft.
Supercharged V8 390 bhp, 406 lb-ft. **2009-on:** 3.0-litre V6 diesel, 244 bhp, 442 lb-ft. 3.6-litre TDV8 diesel, 272 bhp, 472 lb-ft.

PRICE GUIDE

Poor: £8000 – £11,000
Average: £11,000 – £13,000
Good: £13,000 – £15,000
Excellent: £15,000 – £38,000



DEFENDER TDCi

TDCi 2007 TO 2015

FOUR-CYLINDER Ford turbo-diesel (borrowed from the Transit van) matched to a six-speed gearbox and an all-new dashboard were all part of 2007's major revamp. The loss of front air vents and the distinctive humped bonnet aren't to everyone's taste – and not everybody loves the transmission either – but the brilliant off-road ability remains. The original 2.4-litre engine was replaced for 2012 with a new 2.2 with better emissions.

BUYER'S TIP: Values holding as well as ever.

SPECIFICATIONS

2007-2012: 2.4-litre four-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. **2012-on:** 2.2-litre four-cylinder turbo diesel, 122 bhp, 265 lb-ft torque. Six-speed MT85 gearbox, permanent four-wheel drive.

PRICE GUIDE

Poor: £6600 – £8500
Average: £8500 – £12,400
Good: £12,400 – £17,600
Excellent: £17,600 – £50,000



FREELANDER 2

2006 TO 2015

A MASSIVE improvement on Freelander 1. The towing capacity is just 2000 kg compared to the 3500 kg of bigger Land Rovers, but it's a worthy alternative to a Discovery. Lack of low range and ground clearance prevents hardcore off-roading, but it is still competent in the rough. Reasonable on fuel and with a decent-sized boot, too, there are no rust issues and it's ultra-reliable. Residual values falling now it has been superseded by Discovery Sport.

BUYER'S TIP: An economical and trouble-free buy.

SPECIFICATIONS

2.2-litre four-cylinder turbo-diesel, 150 bhp, 295 lb-ft torque. Six-speed manual gearbox with optional stop/start (eD4) or six-speed automatic. Permanent four-wheel drive.

PRICE GUIDE

Poor: £5100 – £6500
Average: £6500 – £8100
Good: £8100 – £9500
Excellent: £9500 – £16,500



DISCOVERY 4

2009 TO PRESENT

ALTHOUGH FROM the outside it looks like its predecessor, even sharing some body panels, under the skin this is a very different animal altogether. With a powerful new diesel engine and all the reliability issues of the Discovery 3 now gone, this brilliantly versatile vehicle is as popular now as it was six years ago. It's a true seven-seater but fold those seats flat and you've got a cargo area comparable to a Transit van. The ultimate family car.

BUYER'S TIP: The very best tow car, bar none.

SPECIFICATIONS

3.0-litre V6 turbo diesel, 244bhp, 442 lb-ft torque.

PRICE GUIDE

Poor: £8000 – £14,000
Average: £14,000 – £17,000
Good: £17,000 – £24,000
Excellent: £24,000 – £58,000



RANGE ROVER EVOQUE

2011 TO PRESENT

NOT A favourite with Land Rover enthusiasts, but a huge hit with the general public who have turned it into the brand's best-selling model. 2WD is more economical, but 4WD is the better performer, and it's not bad off-road. Launched in 2011, there are lots available on the market and as such some real bargains. The Evoque was updated for 2015, with styling tweaks and cleaner engines, namely the 2.0-litre Ingenium diesel. Priced from £30,200; it's stylish but not practical.

BUYER'S TIP: Plenty of used cars available, so be picky.

SPECIFICATIONS

Four-cylinder 2.2-litre turbodiesel, 147 bhp or 197 bhp; 2.0-litre petrol, 236 bhp. Six-speed manual or automatic. Ingenium 2.0 turbodiesel, 148 bhp or 178 bhp. Six-speed manual or nine-speed automatic. 2WD or 4WD.

PRICE GUIDE

Poor: £9000 – £14,000
Average: £14,000 – £17,500
Good: £17,500 – £23,000
Excellent: £23,000 – £51,800



RANGE ROVER 4 (L405)

2012 TO PRESENT

WITH ITS aluminium chassis the fourth generation Range Rover is 420 kg lighter than its predecessor and, coupled with efficient new diesel engines, it's more frugal than any previous Range Rover. It's all comparative though! Taking depreciation into account, it will be several years before secondhand models offer economical motoring for all but the well-heeled. At present, values holding well.

BUYER'S TIP: A lot of car – for a lot of money.

SPECIFICATIONS

3-litre V6 (258 bhp) and 4.4-litre V8 (339 bhp) turbo-diesel engines; supercharged 5-litre V8 petrol (510 bhp). Eight-speed automatic gearbox.

PRICE GUIDE

Poor: N/A
Average: £39,000 – £45,000
Good: £45,000 – £64,000
Excellent: £64,000 – £100,000+



RANGE ROVER SPORT 2

2013 TO PRESENT

ALTHOUGH THE Range Rover Sport 2 is now cascading down to the secondhand market, a new one may prove a tempting purchase for those considering buying a secondhand Range Rover 4. Not only is it £20,000 cheaper, but performance, handling and economy are all better than its big brother. Although few will ever see a greenlane run, it's a brilliant off-road performer. Like all modern Land Rovers, it has a reputation for reliability too.

BUYER'S TIP: They don't come cheap.

SPECIFICATIONS

3-litre TDV6 (254 bhp) and SDV6 (288 bhp) turbo diesel engines; supercharged 5-litre V8 petrol (503 bhp). Eight-speed automatic gearbox.

PRICE GUIDE

Poor: N/A
Average: £39,000 – £42,000
Good: £42,000 – £49,000
Excellent: £49,000 – £75,000



DISCOVERY SPORT

2015 TO PRESENT

WHILST ON paper it replaces the Freelander 2, in reality the Discovery Sport is a very different beast altogether. Like all Land Rovers, it's built to be best in class off-road, but its on-road handling is astonishing, too. *LRM* editor Dave got the opportunity to drive it for hours on solid ice, in Iceland, and it never put a foot wrong. Considering all of the new technology, this versatile mid-size SUV represents excellent value for money. One of the most important cars of 2015.

BUYER'S TIP: Now comes with new Ingenium engine.

SPECIFICATIONS

2.2-litre SD4, 190bhp. Six-speed manual and nine-speed automatic gearboxes.

PRICE GUIDE

Poor: N/A
Average: N/A
Good: N/A
Excellent: N/A
 (new prices start at £32,395)

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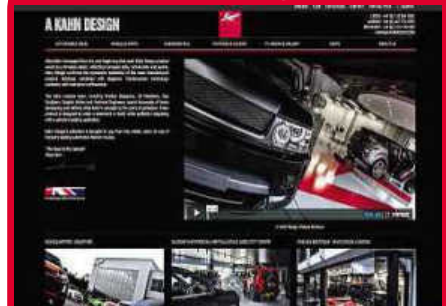


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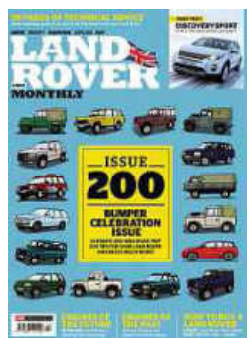
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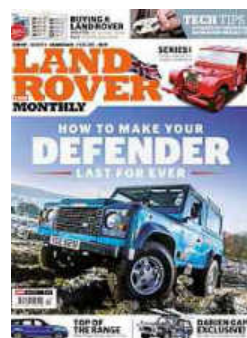
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HISTORY OF LRM; Discovery Sport: 1st drive; 1998 Anniversary Defender V8; Engines of the future; Tanzania safari; Series I restoration; Td5 engine explained; Discovery front bearings; Classic Q&A



MARCH 2015

SUPER-FAST 6.2 V8 Defender; Herefordshire greenlaning; Range Rover Evoque Survival Guide; Electric Defender; Freelander Service Guide; 6x6 Defender; Around the World Adventure; Classic Q&A



APRIL 2015

HOW TO make your Land Rover last for ever; Darien Gap: exclusive interview; Series I fire engine; North Yorkshire greenlaning; Series gearboxes; Lock grip wrenches; Exploring France by Land Rover



MAY 2015

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JUNE 2015

DEFENDER MONSTER Truck; HM the Queen's Series III; Forward Control 101 Survival Guide; Nottinghamshire greenlaning; Defender air-con; Classic Q&A; Freelander wheel bearing replacement



JULY 2015

EXPEDITION SPECIAL: How to travel the world in your own Land Rover; Range Rover rescue; Series transmissions; Defender chassis swap; Somerset greenlaning; WW1 battlefields tour



AUGUST 2015

BUYING GUIDE: Defender Wolf; AC/DC star Brian Johnson; Series I double cab; Range Rover stretch limo; Defender mobile bar conversion; rust remedies; how to fit cruise control



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NOVEMBER 2015

LRMS V8 One Ten project unveiled; 5.7 V8 Ninety; New Ingenium engine put through its paces; Wading tips; How to fix electronic park brakes; Historic Series I; Rugby World Cup on tour in Defender



DECEMBER 2015

Special issue to mark the end of Defender production; leaf-sprung line-up at Goodwood Revival; 2016 Range Rover Evoque on test; Police Discovery; Fixing electrical faults; Irish greenlaning



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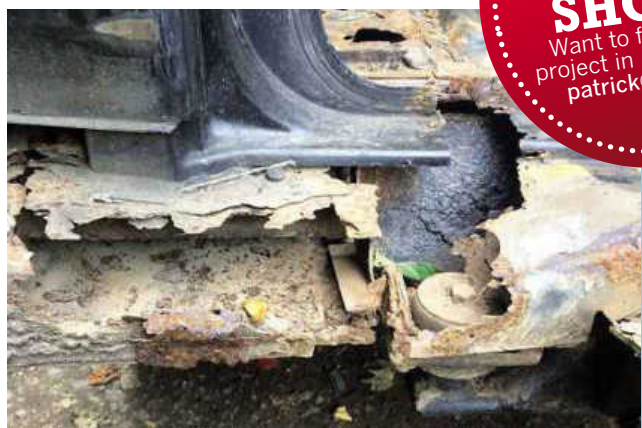
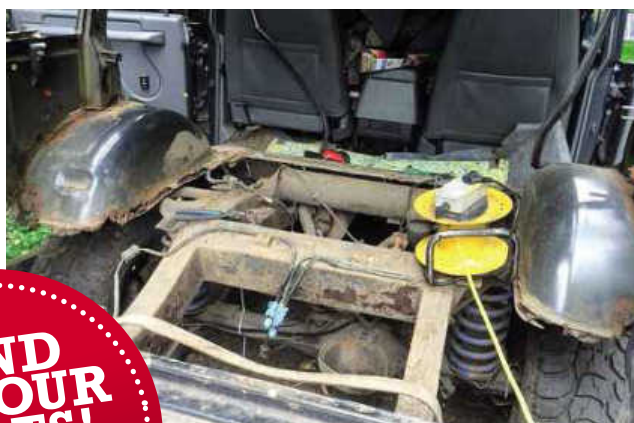
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[RUSSELL BLAKE, UXBRIDGE, MECHANIC AND FABRICATOR] 1997 DISCOVERY 300TDI

Tell us about your Discovery...

My client Paul Clevett purchased it about a year and a half ago. It was in a very bad way and had more rust than good metal to work with. The MoT tester told him that it was only fit for scrap, but Paul refused to listen and is determined to keep it on the road, which is why he brought it to me. He is on a mission to save this Discovery from the scrap heap.

You say it was in a bad way...

It had lived a hard life and no-one had shown it any love. The sills were so rotten that the mounts had detached. There were massive holes in the wheel arches. The boot floor was literally gone. The rear body mounts had rusted away. You could just about lift the roof up from the rest of the Discovery. One of the UJs had collapsed. I could fill your magazine with the list...

What are the plans with it?

The plan is to refurbish the truck to its former glory. Come to think of it we are

actually doing a nut and bolt rebuild. I know that Paul is planning on doing some off-roading with it and also wants to use it as his daily driver.

List some of the jobs that you have done so far...

We have replaced the following: sills, inner wings, rear cross member, timing belts, ABS sensors, all the wheel bearings, CV joints, brake discs and pads. Then we gave it a full service too of course as it had been standing for a long while.

What will you be doing next?

As you can see from the pictures there was no boot floor thanks to Mr Rust. Fortunately I am a fabricator and I have just started tackling that part of the project.

What is the hardest part of this project?

The hardest part of this particular project is trying to get the Discovery looking as good as I can. If I can achieve

this I should have a happy client.

When will it be finished?

The plan is to have it done by Christmas [This interview was conducted on November 25]. So far we are on track and we have the MoT coming up in two weeks. It should sail through. Famous last words!

Any other projects on the go?

I have a Defender 110 that is in the workshop for a rebuild.

Tell us about some of the other Land Rovers you have worked on...

Paul has owned several Discoverys in the past. He keeps them until the gearbox breaks or the rust gets too much for him to sort out. I have a 200Tdi Discovery that I plan to rebuild for off-road and competition use.

How can our readers find out more about your work?

Via our website www.pxmotors.co.uk or else they can call me on 01923 222535.

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Great New Defender Seats

To suit all budgets and tastes.



Corbeau Sportline RRS Low Base Seats

A revised version of the RSS, the Low Base has been designed specifically for Defender owners. The RRS has up-to-the-minute styling, giving you the ultimate in comfort and safety. This steel-framed sports recliner has a high quality moulded foam cushion, with lumbar support to give maximum comfort whilst not compromising lateral support. With its ultra low side bolster this is the perfect application for any high rise vehicle. Fitted with a high quality single reclining and tilting mechanism for ease of adjustment. TUV Approved. Sold in pairs.



DA7312
Leather & Alcantara

DA7310 Vinyl



DA7311 Dakota leather



Corbeau Harness Pads

Provide extra padding for all seat belt widths. The harness pads can be used for on road, off-road or competition.



Features

- > Provides extra padding for all seat belt widths
- > Suitable for 50mm harness straps
- > Velcro fastening

DA7314 Red pair

DA7315 Blue pair

DA7316 Black pair

Corbeau Mounting Kit
DA7311

Sparco R100

- > Lightweight and compact
- > High comfort
- > Tubular frame construction
- > High quality recline mechanism for smooth and easy adjustment
- > Compatible with 3 or 4 fixing point harnesses

> Base mounted - 271 x 345mm

The R100 is Sparco's latest incarnation of groundbreaking steel-model seats. It features redesigned bolsters for greater support and new padding configurations for improved comfort. It has been built with comfort and support in mind but it's lower side bolsters and slightly narrower steel frame allow it to fit into vehicles where fitting seats with larger side bolsters may be difficult. The seat features backrest harness slots so that it can be used with a race type harness or normal seatbelts. The seats, made from a durable fabric can be reclined using the double adjuster lever. Note - Not suitable for vehicles with truck cabs fitted as they restrict the leg room in the vehicle.

DA7301

DA7302

DA7303

DA7304

DA7305

Black leatherette

Black/blue fabric

Black/grey fabric

Black/black fabric

Black/red fabric

DA7306

Seat runners

DA7307

Mounting kit

- removable

DA7308

Mounting kit

- fixed



DA7301



DA7305

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